BUS&COACH BUYER

1994 UK COACH RALLY OFFICIAL PROGRAMME.

15 APRIL 1994 | ISSUE 251

MetroRider

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OPTARE have added some impressive refinements to the world-beating MetroRider. It comes in a choice of three lengths, two widths and takes a host of new DiPTAC features on board. It has wider doors and can carry even more passengers.

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Director of
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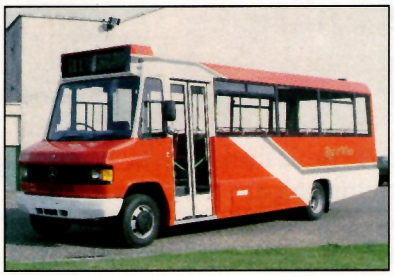
Tel: (0223) 373474

Polly Stokes
Sales Adminstrator
Tel: (0223) 373065

Mini

Midi

C37 Dart 10M



C16 Mercedes 811D

C32 Volvo 8.5M

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C19 Mercedes 709D

C33 Volvo 9M

C29 Iveco 49 – 10

C36 Dart 9M

C31 Iveco 59 – 12

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49.10 DAILYCOACH. 18 PASSENGER AND A TURBOCHARGED, DIRECT INJECTION ENGINE.

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For further information about Iveco Ford Bus Division and Iveco Ford buses, contact Harry Chambers on **0923 259567** and **0850 266496** (Mobile) or Dave McMahon on **0923 259566** and **0850 266498** (Mobile).

BUS DIVISION

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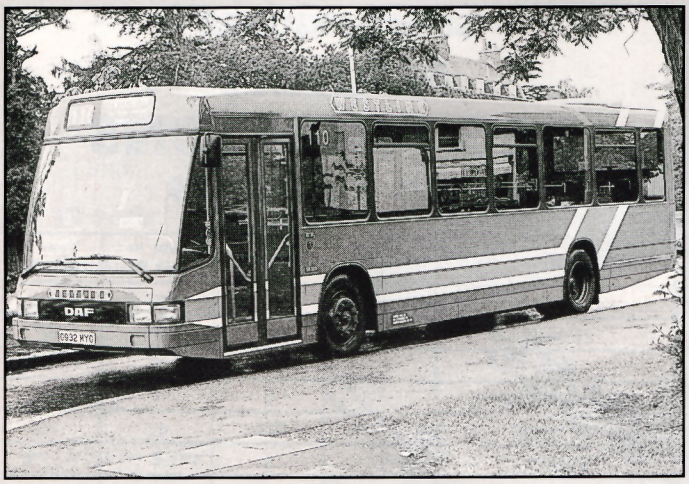
News



One of Westlink's Optare Deltas in London.

WMT buys Westlink

West Midlands Travel has further advanced its expansion plans by taking a major share in Westlink, the recently privatised London Buses subsidiary that was sold to a management buyout team led by managing director Jeff Chamberlain. Westlink was the trading name of Stanwell Buses which was formed in 1986 and based in Hounslow. It operates 118 buses in southwest London including Hounslow and Kingston and it employs around 200 staff.

WMT claims the purchase of Westlink is part of its strategy of establishing a significant presence in the regulated London area. Commenting on the sale, Jeff Chamberlain, who is remaining with Westlink, said: 'The move is the best possible outcome to secure the future of the employees and the company as a whole.' Speaking for WMT, Don Colston, group chief executive chairman said: 'Westlink is an established London bus company with a good track record of growth in the regulated environment. West Midlands Travel is committed to a significant strategy for growth in the London area which will strengthen the company and the group for the good of its employees and customers.'

Badgerline in talks with Clapton Coaches

Badgerline is currently involved in negotiations to acquire the bus operation of Clapton Coaches. The company, based at Radstock, Bath, operates two coaches on its holiday and touring programme although these are to be retained. Clapton's bus operation consists mainly of county contracts and two commercial services which they operate with a number of minibuses and two large single deckers.

Directors retire

Two of London Northern's directors, Bill Gunning and Willie Arrol, the respective commercial and engineering directors, have retired but are not being replaced. The London Buses subsidiary has issued a press release saying, 'To effect cost savings and to enhance the competitive position of the company, no new appointments are being made and responsibilities for commercial and engineering matters are being reassigned.' The new chief engineer will be Tony Wilson (37), previously the assistant chief engineer.

Bill Gunning retired in January after 44 years in the bus industry. His career began with Bath Tramways and he has worked with East Yorkshire, South Wales and Trent. Following a spell in Kenya, Bill joined London Country Bus Services which sub-divided in 1986 and he became MD of London Country South East, now Kentish Bus, before joining London Northern in 1988.

Willie Arrol has spent 27 years in the industry and worked in both North and South East London. He has taken early retirement and left the company at the end of March.

Trinity Engineering collapses

Trinity Bus Engineering of Wakefield has ceased trading and a meeting of creditors has been scheduled for 22 April 1994 at 11.00am. The venue for the meeting is the Cedar Court Hotel, Denby Dale Road (Junction 39-M1), Calder Grove, Wakefield. Creditors can obtain information concerning the company's affairs or send details of claims or proxy to John Russell, Poppleton & Appleby, 93 Queen Street, Sheffield S1 1WF.

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UK COACH RALLY PROGRAMME & PREVIEW

15 APRIL 1994

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News

Reading Buses replaces Beeline liveries

Reading Transport has finally eradicated the last example of the yellow Bee-Line livery, which had survived on a number of vehicles acquired with Q-Drive's Bee-Line operations in Reading and Newbury. All of the acquired vehicles have now been hand painted into the cream, green and burgundy Newbury Buses colours and the cream, aqua and burgundy of Reading.

The last of the Beeline buses is painted to Reading colours by staff at the Forbury workshops.

AEC landmark demolished

The last remaining memorial to AEC, the finishing shops in Windmill Road, Southall, has finally disappeared as bulldozers began to clear the site last week. The rest of the factory has already been converted into industrial units and the demise of the finishing shops is the final phase of that development.

SMMT FIGURES
MARCH REGISTRATIONS
BUSES & COACHES

Manufacturer	March 94	March 93	Year to date 94	Year to date 93
DAF BUS	8	73	19	104
DENNIS	101	55	220	197
MAN	12	9	18	13
MERCEDES BENZ	1	0	1	8
OPTARE	10	33	42	50
RENAULT	0	2	1	2
SCANIA	8	33	19	44
VOLVO	151	162	295	319
OTHER BRITISH	4	6	8	13
OTHER IMPORTS	27	31	58	43
TOTAL BRITISH	141	99	402	314
TOTAL IMPORTS	181	305	279	479
GRAND TOTAL	322	404	681	793

Registrations for March have dropped significantly and are below those from last year. Figures may improve with coach operators taking delivery of new season coaches in April.

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1984 DAF DKFL PLAXTON PARAMOUNT 3500 12M

51 recliners, brown striped moquette, rear O/S sunken toilet, continental door, finished white/red.
M.O.T. MAY 1994

1990 (October) TOYOTA CAETANO OPTIMO

18 recliners, grey/red moquette, courier seat, curtains, power operated entrance door, finished all white.
M.O.T. JULY 1994

1984 BEDFORD PJK PLAXTON SUPREME

29 seats, grey/red moquette, finished white/blue.
M.O.T. MARCH 1995.

1986 BEDFORD YNV PLAXTON PARAMOUNT 3200 12M

53 seats grey/red moquette, power entrance door, finished white/grey.
M.O.T. NOVEMBER 1994

1987 DAF DKVL PLAXTON PARAMOUNT 3500 12M

51 recliners, grey/red moquette, rear sunken toilet, continental door, tinted side windows, curtains, courier seat, power entrance door, wired TV/video, TELMA retarder, finished all cream.
M.O.T. MAY 1994

1982 BOVA EUROPA INTEGRAL 12M

51 recliners, brown moquette, curtains, courier seat, TELMA retarder, power entrance door, finished white/red/blue.
M.O.T. NOVEMBER 1994

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1989 VOLVO B10M PLAXTON PARAMOUNT 3200 12M

53 recliners, red/grey moquette, tinted side windows, curtains, power entrance door, finished cream/maroon.
M.O.T. JANUARY 1995

1987 DAF SB2300 VAN HOOL ALIZEE-DH 12M

Low driving position, 51 recliners, brown/beige moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, coolbox, drinks machine, provision for driver's berth, wired TV/video, power entrance door, TELMA retarder, finished all white.
M.O.T. MARCH 1995

1985 (September) FORD R1115 PLAXTON PARAMOUNT 3200

53 seats, grey/red moquette, tinted side windows, power entrance door, finished blue/grey.
M.O.T. APRIL 1995

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1984 DAF SB2300 JONCKHEERE JUBILEE P50 12M

49 recliners, brown/beige/red moquette, rear floor mounted toilet, continental door, driver's berth, water boiler, finished all white.
M.O.T. JULY 1994

1988 VOLVO B10M VAN HOOL ALIZEE-H 12M

53 recliners, brown moquette, double glazed tinted side windows with pull down blinds, courier seat, power entrance door, TELMA retarder, Autolube, finished all white.
M.O.T. OCTOBER 1994

1986 DAF DKFL JONCKHEERE JUBILEE P50 12M

49 recliners, brown moquette, rear O/S sunken toilet, continental door, double glazed tinted side windows with pull-down blinds, drinks machine, courier seat, power entrance door, finished grey/maroon.
M.O.T. AUGUST 1994

1986 (September) BEDFORD YNV DUPLE 320 12M

53 recliners, beige/brown moquette, rear N/S toilet to saloon floor, power entrance door, drinks machine, wired TV/video, finished white/duo red/yellow.
M.O.T. FEBRUARY 1995

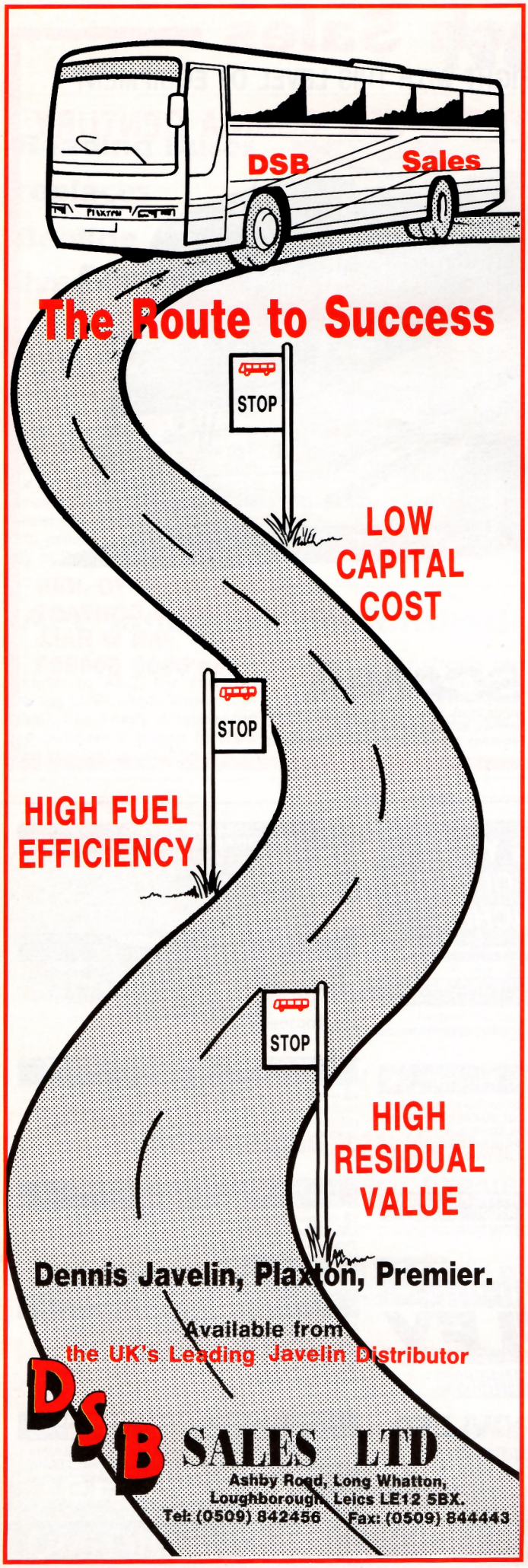
1984 LEYLAND TIGER 245 PLAXTON PARAMOUNT 3500 12M

49 recliners, beige/brown moquette, rear O/S sunken toilet, continental door, tinted side windows, curtains, drinks machine, Eberspacher heating, hydrocyclic gearbox, wired TV/video, finished white/brown/green.
M.O.T. MAY 1994

1989 LEYLAND TIGER (CUMMINS L10) PLAXTON PARAMOUNT 3200 12M

53 recliners, beige/brown moquette, double glazed tinted side windows with pull-down blinds, courier seat, TELMA retarder, chassis autolube, power entrance door, finished cream/red.
M.O.T. FEBRUARY 1995

PARTS STOCKIST - BOVA, VAN HOOL, TOYOTA OPTIMO



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1990 B10M/GL 6 SPEED ZF JONCKHEERE DEAUVILLE, 51 reclining seats, grey/orange red moquette, rear sunken toilet, double glazed, radio PA, cont door, video/monitor, inswing power door, white exterior

1989 B10M VAN HOOL, 49 seats, centre sunken toilet, continental door, water boiler, fridge, Telma, Auto lub, brown interior, silver metallic exterior. Choice of two

1989 B10M GL 6 SPEED ZF PLAXTON PARAMOUNT 3500 MK 111, 49/53 seats, brown stripe moquette, demountable centre sunken toilet, aircraft style lockers, radio PA, new MoT, exterior all white

1988 B10M GL 6 SPEED ZF VAN HOOL ALIZEE H, 53 reclining seats, courier seat, double glazed, Telma, auto lub, radio PA, cont door, power door, brown, exterior white, choice of two

1987 T815 CUMMINS VAN HOOL ALIZEE, 51/53 reclining seats, double glazing, Telma, demountable toilet, continental door, red/grey interior (out of livery)

1987 B10M GL 6 SPEED ZF PARAMOUNT 3500, 49/53 reclining seats, centre sunken demountable toilet, continental door, radio PA, courier seat, brown stripe interior

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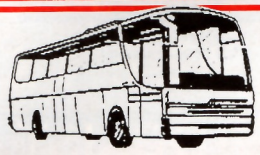
★ ★ ★  ★ ★ ★

Rally Preview

Celebrate in Brighton at the UK Coach Rally

Welcome to this very special edition of Bus & Coach Buyer which is also doubling as the Rally Programme for the 1994 UK Coach Rally at Brighton. Yes, it's that time of the year when sales of Duraglit soar, as the 1993 award winners take the silverware out of the trophy cabinet and give it a good polish. Not so long ago April was the rally season, but with events that were previously held at Blackpool and elsewhere no longer a feature of the calendar, all eyes are on Brighton.

1994 is a notable year for the UK Coach Rally, its fortieth. They say life begins at 40, and just as many people take a fresh look at themselves as they reach this milestone, so the organisers of the UK Coach Rally have considered how the event can be further enhanced. Particular attention has been paid to ensuring everything runs smoothly and without avoidable delays, and organiser Paul Cousins is confident that this is just one area in which competitors will see improvements on what has gone before.

There appears to be widespread enthusiasm for the return to Brighton following the event's short sojourn in Southampton, and from the entries already confirmed it is clear that the line-up of competitors on Madeira Drive will be longer than for some years. The more the merrier is the message, and subject to an overall limit of 80 coaches imposed by the authorities, it would be nice to see a really big field of entries to emphasise the industry's confidence in the year that the Channel Tunnel is scheduled to open for business. Considerably over half that figure had already paid their entry fees at the time of going to press, but there is still time to enter the pride of your fleet. Ring Coach Displays on 081 842 0056 for details.

One of the competitors at last year's event was Capital's lift-equipped Setra S215HR.

There are very few events during the year at which the industry can show itself off to good effect, and the Rally provides an opportunity to impress the crowds who throng the Brighton seafront. This year's Coach Driver of the Year competition is guaranteed to be hotly contested, with new blood out to prove itself against proven masters such as Peter Bibby, Dudley Haynes, Colin Ebdon and Tony Head. An interesting twist this year will see competitors have to complete part of the final Sunday tests in a minicoach. That should help to sort the men from the boys.

Trade support is also up on last year, with a variety of interesting products on show, some of them for the first time. Martin Cole provides details of what you can expect to see on pages 11 to 18.

Most of the team from Bus & Coach Buyer will be in Brighton during the Rally weekend and hoping to meet up with old friends as well as making new ones. Copies of this programme in a special souvenir folder which will also contain the full list of entrants will be on sale throughout the event.

Looking forward to seeing you, in the sunshine, on the seafront.

Stuart Jones, Editor.

Last year's driving tests.

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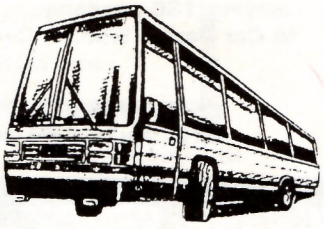
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The B team will be on parade.

VOLVO

1983 Y VOLVO B10M PLAXTON PARAMOUNT 3500, 49/53 reclining seats, courier seat, Telma, demount floor toilet, TV/radio/PA, repainted, white **£32,500**

1982 Y NOV VOLVO B10M DUPLE CARIBBEAN, 49 new re-trimmed reclining seats, rear sunken toilet, continental door, d/glazed, Telma, bunk, TV/video, test till Dec .**£24,500**

MINIBUSES

1989 F MERCEDES 609, 24 new coach seats, Henderson underfloor lift, converts to 5 wheelchairs, long range fuel tank, new test, very clean **£23,500**

1988 E MERCEDES 709D, Alexander, 25 coach seats, 3 standees, boot **£17,500**

1987 PP MERCEDES 709D, Reeve Burgess, 20 seater bus, 3 standees **£15,000**

1986 C VOLKSWAGEN LT28, petrol, 14 moquette coach seats, carpeted, curtains, radio, immaculate **£3,750**

1983 A MERCEDES 307D, 12 seater, Reeve Burgess conversion **£3,000**

DAF

1989 F DAF SB2305 JONCKHEERE DEAUVILLE, 51 reclining seats, retrimmed seats, courier seat, Webasto centre sunken toilet, d/glazed, radio/PA/cass, immaculate **£62,500**

1988 Dec DAF MB 230 LB Caetano Algarve. 3.35 49/53 reclining seats, demount centre sunken toilet, continental door, radio/pa, TV video, fridge, coffee machine **£52,500**

1988 DAF DEC MB230 DUPLE 340, 53 reclining seats, courier seat, rear sunken toilet, continental door, radio/PA, curtains **£49,500**

1984 DAF SB2300 JONCKHEERE JUBILEE, 49 & courier seat, rear toilet centre, continental door, rear bunk, coffee machine **£27,500**

LEYLAND

1987 D LEYLAND TIGER 260 DUPLE 320, 50 reclining seats, rear servery, toilet, power door, radio/PA **£32,500**

1985 LEYLAND TIGER 245 PLAXTON PARAMOUNT 3500, low driver, 49 Vogel seats, semi auto transmission, radio/PA **£30,000**

1982 LEYLAND TIGER 218 PLAXTON SUPREME VI, 57 seater, d/glazed, radio/PA, immaculate **£18,500**

OTHERS

1988 E SCANIA K1112 VANHOOL ALIZEE, service bus, 35 seats, twin entrance doors near side, large interior luggage pen, auto transmission **£42,500**

1985 BEDFORD YNV DUPLE 320, 57 reclining seats, radio, PA, power door **£21,000**

1985 DODGE COMMANDO WADHAM STRINGER, Perkin 653.4 engine, 29 seater with tail-lift and wheelchair facility **£8,750**

1985 B DAF MB200 DUPLE CARIBBEAN II, 49 reclining seats, courier, splitter Telma, d/glazed, rear sunken toilet, curtains, new Test **£29,500**

1983 Y MERCEDES 0303 JONCKHEERE BERMUDA, 49 reclining seats, courier seat, rear offside toilet, tinted windows, TV, radio, PA **£30,000**

1980 BEDFORD PJK DUPLE DOMINANT, 29 seater, p/door **£3,000**

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Exhibitors Guide

Stand Guide

This Year's Brighton Coach Rally promises to be an interesting and entertaining event with a strong entry for the competition classes and a wide selection of vehicles on display from dealers and manufacturers. Weather permitting, the Rally should prove to be the most successful for some time.

The trade stand area includes support from most of the leading dealers and many suppliers. It has not been possible to gain confirmation of every display as some vehicles proposed as exhibits are still in build, or there availability has yet to be confirmed by their operator owners. The following list of exhibitors was correct at the time of going to press.

Iveco's Euroclass HD makes its UK debut at this year's Brighton Rally.

Iveco Ford

Visitors will have a chance to view Iveco's Euroclass HD coach, as yet unavailable in the UK, which has been the subject of wide acclaim on the continent. Twelve metres high and 3.565 metres tall, the EuroClass has 345 and 380bhp engine options and air conditioning as standard. Alongside the Euroclass HD is Iveco's CountryBus, a front engined development based on truck components for cheapness and wide availability of spares. It has been built for Blue Coach of St Hellier and has a 2.3m (7ft 6 in) wide Vanguard II body, with 41 seats plus a courier seat, from WS Coachbuilders. Fitted with the 180bhp turbocharged and intercooled Ford Cargo engine, the CountryBus will be shown with a Manual ZF six speed gearbox but is to be retrofitted with an Allison AT545 three speed automatic. Boot space amounts to 3.5 cubic metres and there is additional side locker capacity. Iveco say that UK mainland models will probably feature 2.4 metre Winchester coach bodies and have a reduced seating capacity of 37 plus a courier which would offer more generous legroom.

Michelin Tyre plc

Michelin continues its traditional support for the rally and will be sending its exhibition unit to display a range of tyres currently available to UK bus and coach operators. These include the XZE1 and XDE1, which were introduced last year, alongside the proven XZA tyre and the XZU2 which was developed specifically for urban bus use. Staff will be on hand to discuss any technical queries and to explain the benefits of Michelin's Remix process, regrooving and general tyre management. Information on Euro Assist, Michelin's European tyre breakdown assistance scheme will also be available. Michelin Man trophies will be awarded to entrants of the best turned out vehicles on Michelin tyres and the company's replica vintage bus will be on hand to provide a commentary point for the driving tests.

Scania Coach Sales

Making its first appearance at the UK Coach Rally will be the Irizar Century bodied Scania K113 CRB Elite, of which 16 have been sold since its introduction at the NEC last October. The vehicle on display is currently Scania Coach Sales' demonstrator which features a 320 bhp engine, Scania GR801 Comfort-Shift gearbox and a Telma retarder. It is equipped with 49 reclining seats, a sunken demountable toilet, air conditioning, double glazing, refrigerator, TV/video installation, driver's safe and power operated side lockers.

Drury & Drury

Hythe based Drury & Drury will be exhibiting a recently painted Bova Futura, one of

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Exhibitors Guide

eight for Limebourne, on which they have completed all the livery and vinyl signage. The vehicle will also double as a hospitality unit and both Mark and Trevor Drury will be pleased to welcome existing and potential customers and to discuss their livery requirements.

Yeates Bus & Coach

Yeates will be exhibiting the new style Jonckheere Deauville 45 body on a Volvo B10M chassis. The 1994 model boasts a new frontal design and a one piece windscreen. The coach is most likely to be equipped with 49/53 seats and a centre demountable toilet, built for Park's of Hamilton, although it could appear in one of three liveries. Also present will be Yeates' recently acquired, and very well appointed, hospitality unit based on an Alexander bodied Volvo Ailsa double decker.

Salvador Caetano UK

An Algarve II bodied Dennis Javelin featuring a low-driver position will be SCUK's exhibit. It is the first time a low-driver Javelin has been displayed by the company and is now one of the few examples available to operators which offers that facility. The coach has a high standard specification and will be equipped with 53 reclining seats and a continental door.

Optare/Bova BV/Bova UK/ Moseley Group

Shared interests among manufacturers, importer and dealer are represented on this joint exhibit where three examples of Bova coaches will be shown. One special executive specification Futura FHD 12.330, for Bennetts Silverline of Newbury, is the 3,000th Bova FH produced and is equipped with 49 reclining seats, centre toilet, centre exit and double glazing. The second example is a Club specification Futura FLD 12.270 for Priory Coaches of Gosport. Priory has bought low-line Bova coaches in the past but this is the first of the new series. It is equipped with 53 reclining seats, courier seat, double glazing and curtains. The third, and possibly most interesting example, is a Futura FLC 12.280 Express. This has been developed specifically for dual purpose operation and is aimed at inter-urban duties. It features a Cummins engine - for the first time, a ZF 5HP500 automatic transmission, driver's cab and 53 fixed seats. Double glazing is retained although soft trim is replaced by laminates.

Centrepiece of the Dennis stand, the Lance SLF with Wright Pathfinder bodywork and a single entrance/exit door.

Dennis Specialist Vehicles

Another vehicle making its rally debut at Brighton is the lowfloor Lance SLF with Wrights Pathfinder 320 body. The display vehicle is the single door version which has been specified by Go Ahead Group for its Coastline operation around the Newcastle area. In comparison with the dual door models favoured by London Buses companies, the single door offers a wider entrance as the chassis has a longer front overhang. Passengers requiring to use a boarding ramp have minimal angles of ascent to contend with as the ramp extends from the middle of the bus and the floor section tilts with it. All boarding activity is carried out directly in front of the driver for greater safety.

Bob Vale Coach Sales

Since moving to new premises, Bob Vale's operation has continued its success and after a busy start to the year the company is now short of stock. Plans have been made to bring a DAF based Jonckheere Deauville to the rally but it may be already sold and with new owners as B&CB goes to print. Should this happen, Bob and his sales team will be there with something and all the details on any other coaches they have to offer. They would also like to talk to operators considering selling any vehicles.

Alan Wilson Bus & Coach Sales

Alan Wilson is hoping that the latest offering from Blue Bird will be landed in the UK in time for the rally. Although the new general purpose bus will be in lefthand drive form, as it is destined for the Czech Republic, it is a very similar specification to the ones aimed at the UK market. Called the CSRE 3700, the new Blue Bird has a 249 inch wheelbase and will be equipped with 51 seats. The bodyshell and windscreens are the same as on the Q-Bus but the side windows have been altered and the entrance door is now a single folding jack-knife type. The power unit is a Cummins 6BTA producing 210 bhp and is coupled to an Allison MT643 automatic transmission. Alan describes the CSRE as a general purpose workhorse which will offer reasonable standards of comfort, good reliability and economy with the capability of lasting 20 years. It is priced at £69,500, a figure which could attract serious attention from a number of quarters, particularly as it carries a three year warranty.

Kleindienst

Kleindienst, the German manufacturer of vehicle washing systems, will be displaying a video presentation which shows the range of commercial vehicle washers in operation. Barry Perkins will man the stand and is happy to deal with any queries or to provide quotations for potential customers.

Marshall Bus

A C31 bodied Iveco Ford 59.12, one of 13 for People's Provincial, and a 9.8 metre Dennis Dart with C37 bodywork make up the Marshall Bus exhibit. The Iveco will be equipped with 27 seats and provision for 10 standees while the C37 has 40 seats and can accommodate 17 passengers. The Dart is currently available as a demonstrator and interested parties can speak to the sales team of

The Bova Futura FLC 'Club' specification coach is one of three Bovas on the Optare/Bova UK/Bova BV/Moseley Group stand.

Alan Wilson is hoping the new Blue Bird CSRE will be in the country in time for the rally. The CSRE has many features similar to a Q-Bus but not air conditioning as standard.

Exhibitors Guide

Robin Westbrook and John Horn or to new managing director John Fox. All three will be in attendance for the duration of the event.

Alcoa International

Alcoa will be displaying examples from their range of lightweight aluminium coach wheels. Sizes are available from 17.5 inch diameter to 9.0 x 22.5 inches in both satin and polished finish. Alcoa claim their wheels offer weight savings of between 15 - 20kg per wheel, compared to steel wheels, they provide a lower unsprung weight and allow a higher weight carrying capacity on the coach. Each wheel is supplied with a five year warranty and can be ordered for original fitment with the manufacturer or as retrofit items. Special cap nuts are required for retrofit purposes.

Toyota GB

A Toyota Optimo III for Goodmans of Blagdon Hill, Somerset, will form this exhibit. Supplied by Moseley in the South, it will be to GL specification complete with 21 fixed seats and a large boot. Among the improvements on the Optimo III is the inclusion of a driver's door as standard.

Marshall are showing an Iveco 59.12 for People's Provincial of Fareham. The example above is one of a pair supplied to Buffalo Bus by Birmingham Bus Centre.

Hughes DAF

A DAF SB3000 Van Hool Alizee will form the centre piece of the Hughes DAF exhibition area. The vehicle will be in Globus Gateway colours. It is also hoped to have an Ikarus City Bus present on a DAF SB220 underframe. Hughes DAF are the sole UK distributors for DAF Bus chassis.

AK Carpets

A wide range of carpet materials for coach floors, gangways and stepwells, in a variety of colours, will be displayed. Other specialised products include soft trim for saloon sidewalls and coconut matting. The AK Carpets team, which hails from Oswaldtwistle, Lancs, will be pleased to welcome customers old and new to the stand.

Van Hool

The most likely candidate for display is a new Eos 90 coach, although the factory is uncertain at the time of going to press. The proposed exhibit would be powered by a 320bhp MAN engine and drive through a ZF S6-85 manual gearbox fitted with an Intarder. The 3.41 metre Eos 90 has 49 reclining seats, double glazing, a rear mounted toilet and continental door. As on other Eos models it has independent front suspension and disc braking.

Kirkby Coach & Bus

Kirkby's stand will exhibit a new Plaxton Premiere 320 Dennis Javelin in the colours of Coombs Travel. The coach is equipped with 53 reclining seats, courier seat and double glazing. Cliff Groves will be in attendance to deal with enquiries on both new and used coach sales. Part of the stand will be manned by the Roadlease Finance team who will be pleased to offer finance

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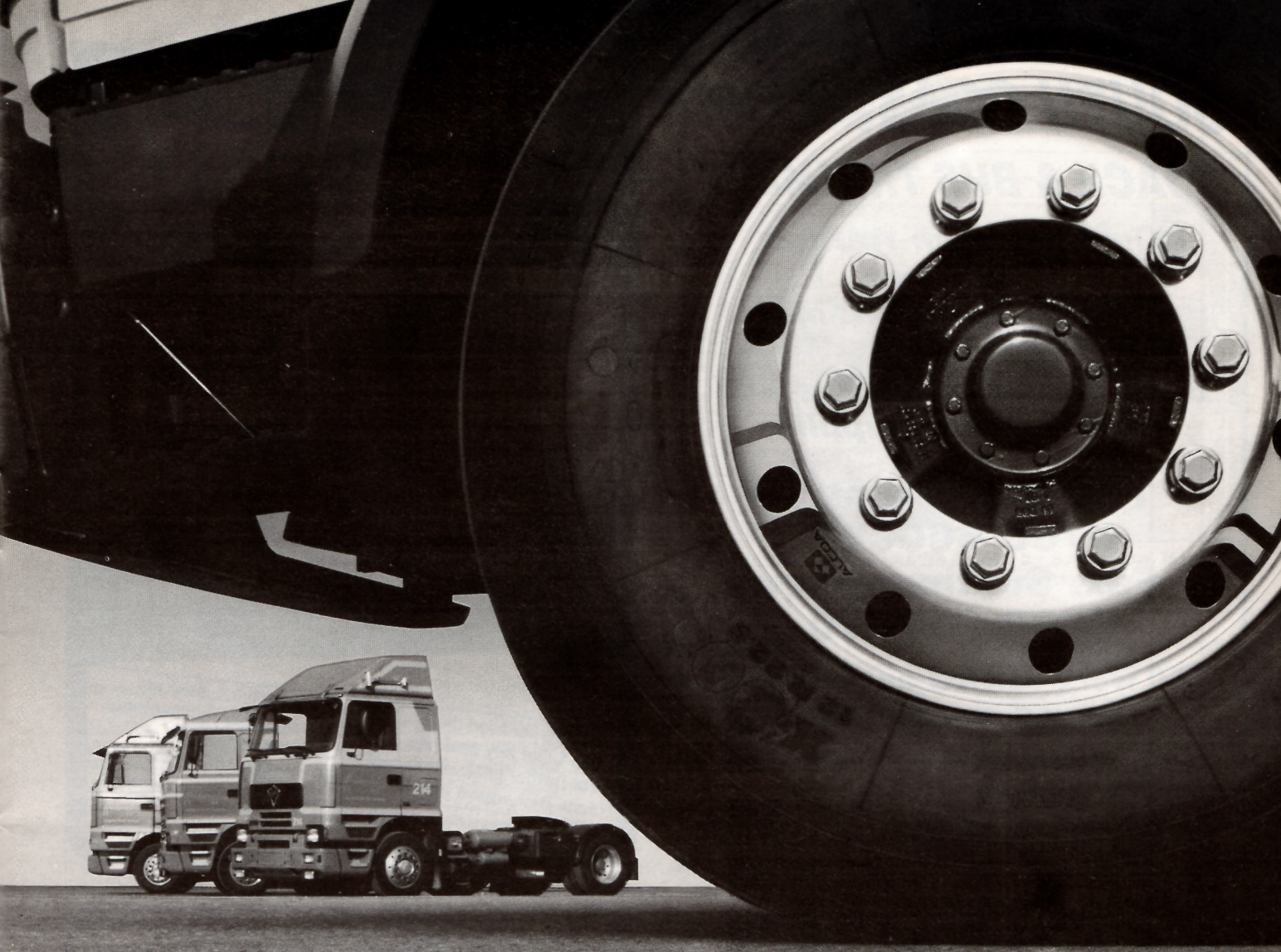
The Beadle bodied Leyland Tiger TS8 dating from 1938 which will be making an appearance at the UK Coach Rally.

Veteran Rally visitor

Although there is no parade or display of preserved vehicles at this year's rally, one veteran coach will be paying a visit to Brighton. The coach originally belonged to Southdown Motor Services of Brighton. When they took delivery in 1938, the vehicle had a Leyland Tiger TS8 chassis and a Harrington body. Southdown removed the body in 1953 and refurbished the chassis before sending it to Beadles of Dartford for conversion into a semi integral 26 seat coach, one of 30 similar conversions completed at the time. In 1958 it was converted to a 31 seat bus for one man operation and was withdrawn from service in 1965. Since then it has had a number of owners until acquired by its present owner, Mr R Gray, in 1978. He spent four years refurbishing and restoring the vehicle and in 1986 it was used in a Channel 4 film called 'Wish You Were Here.'



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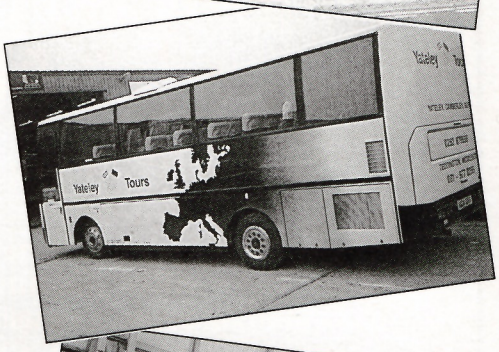

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Exhibitors Guide

Scania Coach Sales will be showing a K113 CRB with Irizar Century bodywork.

This Neoplan N4014 will be shown by SJ Carlton. It spent some months in service with Mersey Travel and prompted orders for 12 more.

terms to prospective purchasers.

Plaxton Coach & Bus

Plaxton will be exhibiting an Excalibur bodied Volvo B10M which has been built for Ulsterbus. It is equipped with 49 reclining seats, centre sunken toilet, servery unit, TV/video installation and full air conditioning. The coach will show the latest Ulsterbus livery in two tone blue and green and it is one of a pair ordered for 1994. Other Ulsterbus orders for Plaxton include 50 Premiere 320s. Also making the trip to Brighton will be a 10.2 metre Pointer bodied Volvo B6. Built for BCP of Gatwick, the Pointer is equipped with 29 Lazzerini seats and special luggage racking for suitcases. It is one of a pair to be used on Gatwick Airport's long term car parks.

South Coast Trim

Examples of trimming on seating and a selection of materials for refurbishing bus and coach interiors will be displayed by South Coast Trim. The company will be using a Coliseum Coaches' Setra as a hospitality vehicle. The coach won last year's Class F award and was retrimmed by the team for the event. There will be several coaches at the rally with SCT retrimming including one of five new Setras for Travellers which have had their interiors changed to British Airways corporate styling.

SJ Carlton

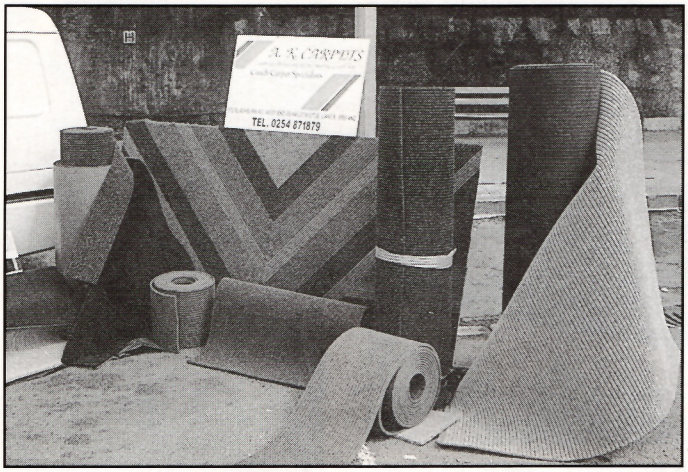
Two examples of Neoplans will be shown at this year's rally. The N4014 lowfloor bus which has recently been working for Merseybus will be one exhibit and the other is expected to be a three axle Cityliner coach.

AVE Berkhof

AVE Berkhof will have three coaches on display, each based on different manufacturers' chassis. A 10.0 metre Dennis Javelin with 41 seat Midi coachwork and featuring a continental door will be joined by a pair of Excellence 1000s, one on a Scania K113 chassis and the other on a MAN 18.370. Both of the larger coaches will have similar specifications which will include 51 reclining seats, Shades Technics centre sunken toilets, refrigerators, water boilers and double glazing.

Crystals Conversions

Crystals are hoping to display a Mercedes Benz 410D minicoach with full air conditioning, 15 seats and new style larger side windows. The Crystals Conversions sales team will be on hand to deal with enquiries.



Although stands from ancillary suppliers are thin on the ground this year, AK Carpets are once again making the effort.

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Exhibitors Guide

Interesting vehicles have often been seen serving as trade display stands at Brighton. This AEC Reliance with distinctive centre entrance coachwork had been new to Wallace Arnold in 1966. At the 1979 rally it was promoting the uniform services of Allen & Douglas in the colours of KCS Tours of Droitwich.

Leyland Vehicles demonstrated this Duple Dominant II bodied Leopard PSU3E/4R in 1979. It later passed to Rennies of Dunfermline.

DSB Sales

DSB Sales are to exhibit a Dennis Javelin GX Plaxton Premiere 350 which has been sold to Irvines of Law. The GX Javelin has up-rated axles and a 290bhp Cummins engine. It is the third one for Irvines and features 53 reclining seats, courier seat and a continental door.

Telma

Telma will once again be represented at the rally by Robin Gregg, the general manager, and Peter Patmore, both of whom have considerable experience supplying electromagnetic retarders to the bus and coach industry. The team are hoping to have an exhibition vehicle, fitted with a Telma, to use as a hospitality suite. Visitors will be welcome to discuss the advantages of retarders and the cost savings, additional safety and reduction in maintenance they are renowned for providing.

Spring Grove Services

Additional to the official programme is the appearance of Spring Grove Services. Through a misunderstanding, the company will not be part of the trade display but has booked exhibition space in the Churchill Suite at the Metropole Hotel. On view will be a range of bus and coach uniforms, corporate workwear and protective clothing for maintenance staff. The clothing is available on rental schemes.

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Rally History

Forty years of friendly competition.

The event that has come to be known throughout the industry as the Brighton Coach Rally did not have its origins in Brighton at all, it was in Clacton on 17 April 1955 that the first ever British Coach Rally was held. The Continentals had been holding rallies since the early 1950s, but only a very few of the most intrepid British operators attended. The opportunity to compete on home territory was warmly welcomed and 82 entries set off from starting points in Bedford, Cambridge, London and Norwich.

The idea for a rally had come from an article written by John Fielder, then technical editor of Passenger Transport. The suggestion was taken up by a number of interested individuals and groups and a committee was formed to arrange the rally. Forty rallies later, John Fielder is a director of Coach Displays Ltd, the company which has organised the event for the last three years. He has played a major part in the organisation of every Rally.

Two of the event's favourite characters, Cyril Kenzie and John Fielder.

Marine Parade East at Clacton-on-Sea was the setting for the very first British Coach Rally. R.Best won the inaugural Coach Driver of the Year award in this Sentinel SLC6/30 with Whitson 40 seat, centre door coachwork.

Though the Clacton event was a success in broad terms, it had not been without problems. The majority of these resulted from the amount of space needed to manoeuvre over eighty coaches, and the time required to do so. Proceedings took longer than had been anticipated and it was virtually dark before all the prizes had been presented.

An alternative site which would provide space for all the coaches and be more accessible from throughout the country was sought for the 1956 Rally. After a number of possibilities were considered and several resorts expressed their willingness to stage the event, Brighton was chosen because of all the advantages that Madeira Drive offered. It could be closed to traffic, there was plenty of space for the simultaneous staging of a major trade display and driving tests and there was room to park a field of entries that has exceeded 100 on occasions.

Thus the British Coach Rally moved to Brighton and, with only four exceptions, has stayed there ever since. The first of these departures came in 1957 when fuel rationing as a result of the Suez crisis threatened to ensure that no rally took place. When rationing came to an end it left insufficient time to arrange proceedings in Brighton and a scaled-down Rally was held in London's Battersea Park.

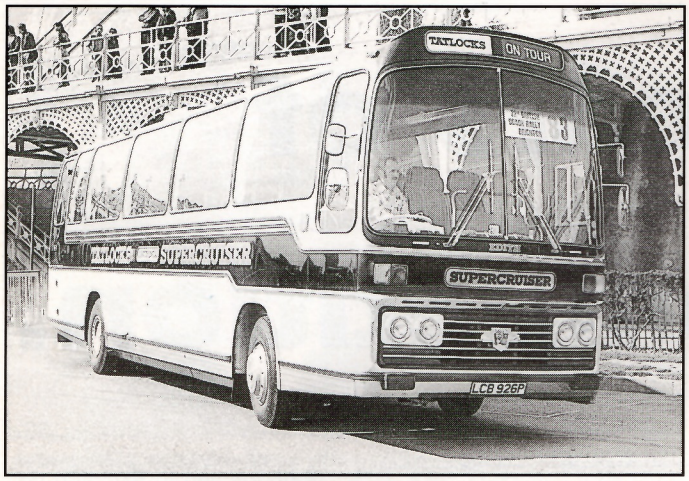
For the next 31 years Madeira Drive continued to play host, until 1989 when Mayflower Park, Southampton became the venue for a three year spell. The Hampshire city witnessed changes to the tra-

Miss Mary was a Caetano bodied Ford R1114 entered by Golden Boy of Roydon in 1978.

In 1970 City of Upminster entered this Harrington Cavalier bodied Leyland Leopard L2, one of 35 that had been new to Ribble.

The first British Coach Rally had no Continental entries but within a few years both overseas operators and imported vehicles running for UK operators had started to make appearances. This Mercedes Benz 0302 was one of eight purchased in 1969/70 and with extensive exterior chromework was a participant in the 1971 rally.

Rally History



Tatlocks Coaches were enthusiastic rally attenders at both Blackpool and Brighton. This 1976 Leopard carried the first Plaxton Viewmaster body, the first high floor design to be produced by the Scarborough manufacturer.

Entry numbers often exceeded the 80 mark in former years, as this Limebourne vehicle's running number reveals. The coach is a Van Hool Aragon bodied AEC Reliance, one of three similar coaches bought by Limebourne of London SW1. The year was 1979.

ditional rally content, becoming known as The Sealink British Coach Rally. Among the innovations were a new Bus of the Year competition won by Optare in all three years and, in 1990/91, a prize of a new car for the winner of the Coach Driver of the Year title, with the Rally competition preceded by a programme of regional heats. Not everyone appreciated the change, calls for a move back to Brighton grew, and in 1992 the Rally returned home with a new name - The UK Coach Rally.

Despite all the changes, many aspects of the rally remain constant, none more so than the participation of Cyril Kenzie of Kenzies Coaches of Shepreth near Royston. Cyril has attended every one of the 39 events to date, and has two vehicles entered for the Ruby Rally. He was Coach Driver of the Year in both 1957 and 1965, and in 1982 his Kassbohrer Setra S215HD was the first of the marque to win the Coach of the Year award. Other successes for the company include J.Daniel's victory, driving a Van Hool bodied Volvo B10M, in the Coach Driver of the Year competition in 1987. In recent years, Cyril has often attended in his cherished Duple bodied Bedford OB, 'Joby,' a similar coach to the one he drove to glory at the Battersea Park Rally.

One of the great names in coaching, Grey Green now runs more buses than coaches. Back in 1973 this Plaxton bodied Bedford VAS5 was entered and is pictured with a rare Jonckheere Solara bodied coach bringing up the rear.

Kenzie's record is unique, but there are many more operators who have been very regular participants. Several have won the Coach of the Year title on more than one occasion - Southdown (1956, 1957, 1971), Flights (1960, 1965, 1986), Sheffield United Tours (1961, 1962, 1963), Whytes of Edgeware (1966, 1968), Bests (1972, 1989), G.K.Kinch (1978, 1980, 1981), and most recently, Travellers Coach Company (1991 and 1993). From 1955 to 1963, an Overall Winner of the Rally was chosen in addition to the Concours d'Elegance and driving award winners and both Sheffield United Tours (1958) and Flights (1962) also won this accolade.

Many of the same names also appear on the roll of honour for the Coach Driver of the Year, won by Bests in the inaugural year. Among those companies to have won both major titles are Kenzies, Bests, Southdown for whom F.Coles was the top driver in 1966, York Bros of Northampton (COY 1959, CDOY 1971), and Tellings/Golden Miller (CDOY 1969, COY 1992). Far and away the most successful company in terms of the number of top driving awards won is Bibbys of Ingleton with six. Peter Bibby won in 1977, 1978, 1980 and 1993, while Malcolm Stephenson won in 1986 and 1988. An Operator Focus on this company appears elsewhere in this publication. Other firms to have

Harrington coachwork was built at Hove, just along the seafront from Madeira Drive. Southdown regularly entered examples from its large fleet of the type but this particular vehicle was a Harrington Grenadier bodied AEC Reliance that originated with Barton in 1965, passing to Cedar Coaches via Premier Travel of Cambridge. Eric Reid, Cedar's proprietor and a regular rally participant is seen at the wheel in 1978.

Although the weather at Brighton has generally been kind, there have been exceptions. Despite the fact that the 1962 rally was held in early May, umbrellas were still the order of the day. A Plaxton Panorama Continental bodied AEC Reliance belonging to Flights of Birmingham was the Overall Winner of that year's event. Until 1963 an Overall Winner was chosen in addition to the Driver and Coach of the Year awards.

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See for yourself at the Brighton Rally

Rally History

Kassbohrer Setra coaches have an enviable record of victories in the Coach of the Year competition, winning no less than eight times between 1982 and 1993. The first Setra to be entered by a UK operator, and indeed, the first to be purchased by a UK operator, was this S130 delivered in 1971 to Kirby of Rayleigh, Essex. Seen at the 1972 event being driven by Eddie Kirby, the vehicle is still owned today and still looks just as smart.

won the Coach Driver of the Year title more than once are, Campings (1960 and 1963), Stotts Tours (1968 and 1972), Hills of Tredegar (T.M Rees winning in 1975 and 1976), and Banstead Coaches (1970, 1979 and 1985). The only time a double decker has been driven to victory was in 1983 when Colin Ebdon of Ebdons was successful in a three axle Neoplan Skyliner.

The Rally has always incorporated a road section which for many years departed for Brighton from London's Victoria Coach Station. The length of this run is between 55 and 80 miles with coaches departing the start point at two minute intervals. More recently the departure point has been varied to incorporate a higher degree of variety in each year's event. In 1993 coaches left from Chessington World of Adventures, in 1992 it was Thorpe Park and this year the Fleet Service Area on the M3 will see competitors flagged away. The amount of effort that goes into organising the road run is very considerable as the whole route has to be agreed with the Police and local authorities. Several test runs are made to check suitability and that no important signposts have been altered or removed. Vigilance on the part of entrants is essential, has there ever been a year when there have not been tales of coaches meeting other competitors coming towards them?

One of the main aims of the Rally when it was started was to help to 'improve the breed', indeed John W.Taylor, editor of Transport World wrote an article entitled 'Coach Rallies Improve the Breed - The Importance of Competition' in

The only double decker to have been driven to victory in the Coach Driver of the Year competition was this Neoplan Skyliner piloted by Colin Ebdon in 1983.

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BLUE BIRD®

Rally History

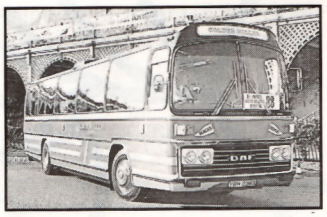
Kenzies of Shepreth have attended every single rally, and have two vehicles entered this year. In 1982 this Kassbohrer Setra S215HD was the first of a succession of Setras to carry off the Coach of the Year award.

Brighton has always attracted the new and unusual. Utterly unique was this rear engined AEC Sabre with ECW 53 seat coachwork entered by Bests in 1972.

the very first Buses Illustrated Annual, back in 1964. The vehicles taking part have changed tremendously over the last 40 years and there can be no doubt that, for many, the decision to buy something that little bit better has been influenced by events at Brighton.

Looking back at the Clacton entries shows how much the variety of products on offer to UK operators has changed in the last four decades. On Marine Parade there were 27 AECs, 22 Bedfords, 9 Leylands, 6 Commers, 4 Daimlers, 4 Dennises, 3 Bristols, 3 Sentinels, a pair of Fodens, a Guy and a Rowe. It is probable that some of this year's entrants will never have heard of the short lived Rowe chassis manufacturing operation.

The coachwork came from an even greater number of sources, and like the chassis entries, all of them were British. They included Duple, Burlingham, Plaxton, Windover, Yeates, Whitson, Gurney Nutting, ECW, Harrington, Park Royal, Beadle, Strachan, Allweather, Weymann, and Roe, the last named being nothing to do with the previously mentioned chassis manufacturer



DAF coaches first began to appear in UK operator's fleets in the late 1970s. An early example was this MB200 with 57 seat Plaxton Supreme body purchased by Golden Miller and entered in 1978.

with the similar sounding name. Of this multitude only Plaxton survives, although the Roe plant at Crossgates is now the headquarters of Optare. Perhaps the greatest contrast between 1955 and 1994 is that while none of the Clacton competitors were of continental origin, there has not been an entirely UK built winner of the Coach of the Year title since 1978 when Gilbert Kinch won with a Plaxton Supreme bodied Ford R1114.

In comparison, the competitor's list in the 1993 programme showed 38 entries, consisting of - Volvo (9), Neoplan (6), DAF (4 chassis), Kassbohrer Setra (4), Scania (3),

Double deck coaches have played their part in proceedings over the years and have won on three occasions. This Bristol VRLLH6L with 60 seat ECW coachwork was one of 30 new to Standerwick for express services between Lancashire and London though by the time it was entered in the 1978 rally it was operating for Margo of Thornton Heath.

Dennis (2), Bedford (2), Van Hool integral (2), Renault minibus (2) and single examples from Bova, MAN, Iveco Ford and Fleur de Lys. Only Bedford and Dennis remained from the 1955 list, and Bedford had already gone out of business while Dennis had withdrawn from the coach market for a large part of the intervening period. There were no Leylands, no AECs and no other marques from the many that went together to form the once mighty Leyland empire.

The 1993 list of coachwork manufacturers represented shows Van Hool (10), Plaxton (9), Neoplan (6), Kassbohrer Setra (4), Berkhof (2), Bova (1) and Jonckheere (1) among the full sized vehicles, though Marshall, Fleur de Lys, Cymric Conversions and Renault were each mentioned in respect of smaller vehicles. Significant was the fact that a third of the entries were of integral manufacture, indeed 10 of the last 12 winners have been integrals.

Many of the positive influences on coach design and specification have come from

In 1981 this Bedford YLQ 41 seater with Plaxton Supreme coachwork was driven to victory in the Coach Driver of the Year competition by D.E.Hauton of Applebys Coaches.

Among the more unusual coaches to carry the colours of National Travel South East were a batch of four left hand drive AEC Reliances with 47 seat Willowbrook bodies. Seen at Brighton in 1977, this coach was to end its days as a horsebox.

One of the more unusual competitors at Brighton was this Van Hool Alligator Jumbulance entered in 1988.

Solitaire of Crawley won the Coach of the Year title in 1987 with this LAG Panoramic.

Congratulations to the organisers on the 40th UK Coach Rally. There will be plenty to celebrate at the Michelin stand where you'll see some simple ways to reduce tyre wear, leading to higher mileages and lower tyre costs.

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MAKE SURE IT'S A MICHELIN

Rally History

Among the fine vehicles exhibited at Brighton was this German Drogmoller integral. Only two of the type have been sold to UK operators, both entering service with Bergland of Watford.

Flights Setra S228DT double decker was Coach of the Year in 1986, though this picture was taken some time afterwards.

Currently the Coach of the Year, Travellers' Kassbohrer Setra S215HD, 'The Diplomat.'

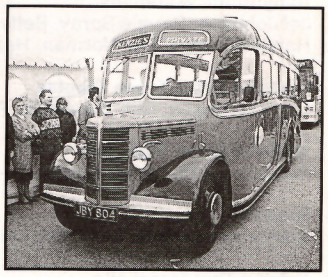
the continent so it is only fitting that, on occasions, the Coach of the Year trophy has been won by coaches entered by overseas operators. This happened most recently in 1983 when the Kassbohrer Setra S228DT of Ideal Reisen won. Two Dutch operators from Rotterdam won in successive years in Van Hool bodied Fiats, Broere Touring in 1976 and Koopmans in 1977. Previously, another Dutch company, Firma Beuk, had carried off the Overall Winner title in 1960 with a Roset bodied Scania Vabis.

In the mid 1970s a trade exhibition was arranged concurrently with the Rally, though there had previously been very considerable trade support in the form of manufacturer sponsored dinners and prizes. This grew reaching a peak in the mid 1980s. Many new designs of coach have made their first public appearance on Madeira Drive, some of them going on to become favourites, others selling only a few examples. From time to time, interesting vehicles which are not available for sale in the UK have appeared, among them examples of America's Greyhound fleet. This year Iveco will be sending an example of its latest Euroclass HD integral coach which was launched at Kortrijk last year and is, as yet, only available in left hand drive. Advance details of the exhibits expected on the trade displays at Brighton this year can be found elsewhere in this publication.

This year the event celebrates its fortieth anniversary and the Ruby Rally promises the same combination of competition and friendship that has always characterised proceedings. Other rallies at Blackpool, Paignton and Wolverhampton have come and gone with the result that the Brighton Rally is now the only event of its kind in the UK. Whether participating or just watching and chatting, the Rally is a magnet for operators, manufacturers, dealers and everyone else connected with the industry. At the time of going to press, the list of competitors was already longer than in recent years and with some operators choosing to enter at a late stage depending on work commitments, a bumper field is expected. Brighton is definitely the place to be on the weekend of 23/24 April, everyone at Coach Displays Ltd and Bus & Coach Buyer looks forward to seeing you there.

In 1988, Yorkshire Rider's Volvo B10M Jonckheere Jubilee P599 Jet Rider super executive became the Coach of the Year, the only Jonckheere to win the title.

WORDS AND POST 1983 PICTURES BY STUART JONES
PRE 1983 PICTURES BY GEOFF MILLS



Cyril Kenzie's Duple bodied Bedford OB.

Programme of Events

Saturday 23 April

8.00 - 9.30	Vehicles depart from Fleet Service Station on M3 for the 70 mile road section through Hampshire, Surrey and Sussex.
10.00	Exhibition, displays and demonstration vehicles from Palace Pier to the colonnade all day.
10.30 - 11.00	Coaches start to arrive on Madeira Drive via DukesMound.
11.30	Driving tests begin on Madeira Drive.
12.00	Questions for drivers on operator knowledge.
17.00	Finish of driving tests.
19.00	Dinner/dance and cabaret in the Old Ship Hotel organised by Coach Displays Ltd.

Sunday 24 April

9.00	Concours d'Elegance judging begins.
9.30	Exhibitions, displays, demonstration vehicles and equipment throughout the day on Madeira Drive from the Palace Pier to the colonnade.
14.00	Final of the Coach Driver of the Year competition.
15.30	Musical programme.
16.00	Presentation of awards by Brigadier M.H.Turner LLB MCIT, Traffic Commissioner, South Eastern Traffic Area.

The above times are approximate. The rally control office is on Madeira Drive.

1994 UK COACH RALLY

Organised by Coach Displays Ltd,
49 Maple Road,
Hayes, Middx UB4 9LR Telephone 081-842-0056.

Managing Director Paul Cousins
Directors John Fielder, Ann Cousins, Roland White.

Rally Route Marshalls
Jef Johnson, Dougie Spray, Betty Redpath, Peter Frost, Gladys & Walter Sturman, John Cousins, Sally Cousins, Mike Skeggs, Ken & Lydia Thorpe, Harriet Fielder, Tim Norman, Hazel & Eric Prentice.

Madeira Drive Trade Display
Colin Springall, Cliff Blackwell, Patrick Hourigan.

Madeira Drive Marshalls
Security — Phil West Coaches — Ken Thorpe.

Results
Martin Kingsnorth, Brian Etheridge, Johnathan & Valerie Ellis, Dougie Spray, Tony Roose.

Driving Test Marshalls
John Ranger, Ray Bonner, Warren Hoad, Mick Hoad, Mark Hoad, Lisa Fallows, Kerry Reid, Paul Chandler.

Security
Phil West, Pip Young, Peter Gayton, Stuart McClymont, Jason Corder, Graham Brown, Keiron Dennie, Sarah Carter, Elaine West.

Drivers Questions
Caroline Fielder, Roland White.

Prize Giving
Caroline Fielder, Roland White.

Information & Programmes
David Thomas, Georgina Hourigan, Lydia Thorpe, Wendy Johnson, Jackie Thomas, Hazel Bonner, Marylin Blackwell.

Judges
Michael Barrett - Brighton Borough Councillor, solicitor and transport author.
Liz Benwell - Editor of Coach Tours UK.
Hazel Bonner (uniforms)
Alan Gurley - Director, Technical and Operations of the BCC.
Stuart Jones - Editor and joint Managing Director - Bus & Coach Buyer.
Peter Salvage - Operations Manager of Brighton Borough Transport.
Walter Sturman, MBE, - Retired Motor Body Engineer.
Alex Taylor - Certifying Officer with the Ministry of Transport.
Alan Townsin - Editor-In-Chief of Venture Publications Ltd.

Presentation of Prizes
Brigadier M.H. Turner, LLB, MCIT, Traffic Commissioner, South Eastern & Metropolitan Traffic Area.

Trophies and Awards

1, COACH DRIVER OF THE YEAR	Driver of the year trophy to the driver of the coach with fastest penalty free run in the Sunday 'Coach Driver of the Year' contest.	.....
2, COACH OF THE YEAR 1994	Brighton trophy for the coach gaining top marks in the Concours d'Elegance regardless of class. This coach is not eligible for awards 10-14	.....
3, BEST IN ALL CLASSES	CAV trophy to the operator of the highest placed coach in the road section, driving tests and Concours d'Elegance combined.	.....
4, TOP TEAM OF THE YEAR		
5, PETER BOSTOCK TROPHY	Highest placed driver in the Saturday driving tests. Donated in memory of the late Peter Bostock.	.....
6, TOP LADY DRIVER		
7, MINI MIDI DRIVER OF THE YEAR	Trophy to the highest placed coach in class 1.	.....
CONCOURS D'ELEGANCE AWARDS		
8, DON TROPHY	Trophy for the top mini/midi in class A.	.....
9, HIGHEST STANDARD COACH OF 1994	A. W. Chapman trophy	.....
10, TOP TOURING / EXPRESS / LUXURY COACH	Trophy for the top coach in class C/D/E.	.....
11, TOP COACH IN CLASS F		.....
12, TOP COACH IN CLASS H		.....
CONCOURS D'ELEGANCE MANUFACTURERS AWARDS		
13, MICHELIN	Gold, silver and bronze 'Michelin Man' trophies for the 3 top coaches fitted with Michelin tyres.	.....
14, TELMA RETARDER	Trophy for the top coach fitted with a Telma retarder.	.....
15, BERKHOF	Trophy for top Berkhof coach.	.....
16, CAETANO	Trophy for top Caetano coach.	.....
17, SJ CARLTON	Trophy for top coach supplied by SJ Carlton.	.....
18, FORD MOTOR CO.	Trophy for the top Ford Transit mini coach.	.....
19, JONCKHEERE	Trophy for top Jonckheere.	.....
20, KASSBOHRER	Trophy for top Kassbohrer.	.....
21, PLAXTON GB	Trophy for top Plaxton.	.....
22, SCANIA	Trophy for top Scania.	.....
23, VAN HOOL	Trophy for top Van Hool.	.....
24, IVECO FORD	Trophy for the top Iveco Ford.	.....
SPECIAL AWARDS		
25, CYMRU	Trophy for top coach from Wales.	.....
26, COACH DRIVERS CLUB OF GREAT BRITAIN - DRIVERS QUIZ	Prize for highest marks in drivers' quiz.	.....
27, VETERAN DRIVER	Prize for the driver who has held a PSV licence for the longest time.	.....
28, SMARTEST UNIFORMED DRIVER AND/OR COURIER		.....

Road Section and Driving Test Classes

Class 1: Vehicle exceeding 6 metre (19ft 8ins) but no more than 10 metres (33ft 3ins) overall length.
Class 2: Vehicle exceeding 10 metres (33ft 3ins) overall length but less than 11.3 metres (36ft 11ins).
Class 3: Vehicle exceeding 11.3 metres (36ft 11 ins) overall length.

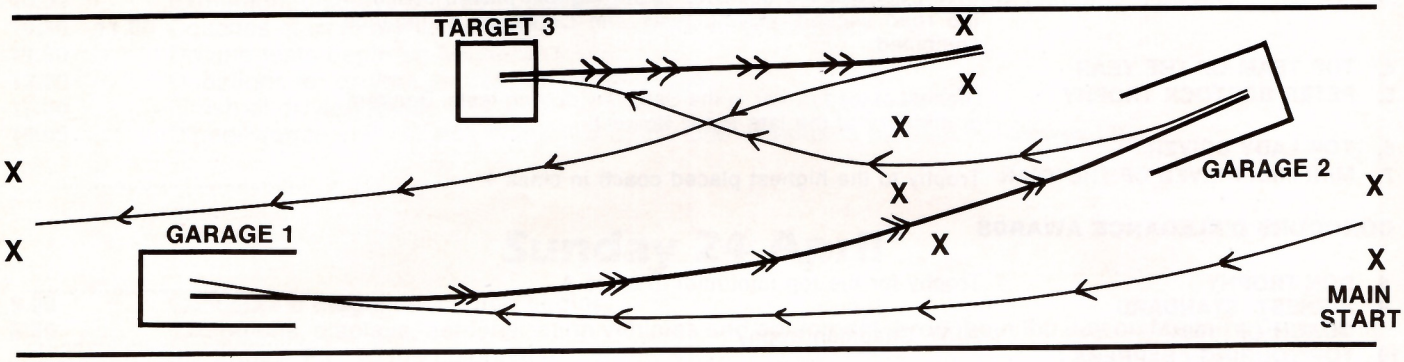
Concours d'Elegance

Class A: Standard or basic coaches seating not more than 45 passengers.
Class B: Standard coach either 11 or 12 metres long.
Class C: Touring or express coach of any size with no catering equipment, but with tables and a toilet - single or double deck.
Class D: Grand touring or luxury express coach, with video and/or tea/coffee dispenser and refrigerator.
Class E: Executive coach of any size with special equipment for catering, such as a bar etc.
Class F: Used coach of any size, 5 years or earlier or over 300,000Km. This qualifies for special award only.
Class H: Dual purpose bus/coach (double or single deck) including:
1, Purpose built dual purpose vehicles.
2, Coaches fitted with bus type seats and/or modified for bus service operation.
3, Buses with coach type seats.

Driving Tests

At the start of each test, the coach will park with the front wheels on the start line, engine running, parking brake released and the cab window closed.

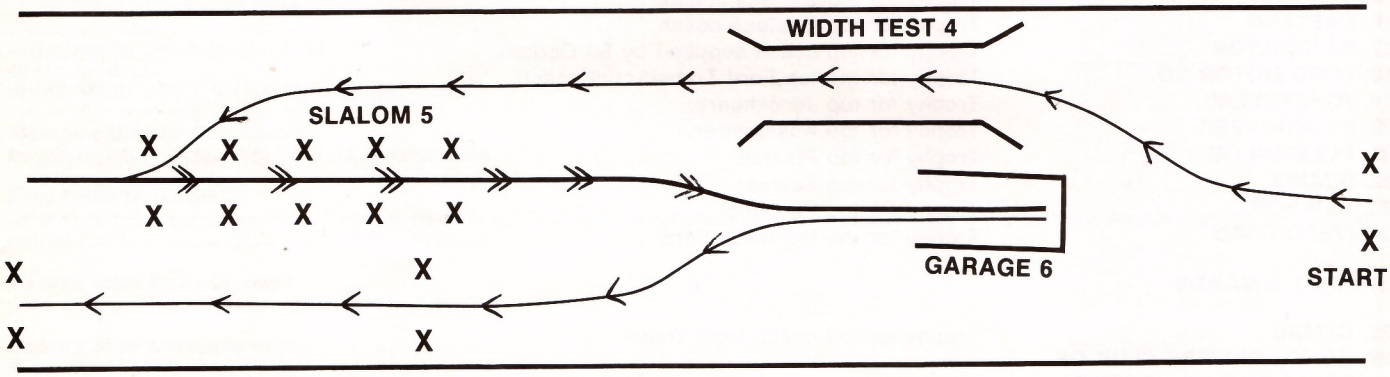
TEST 1



The front of the coach will be fitted with a cardboard direction arrow, fixed with double sided tape.

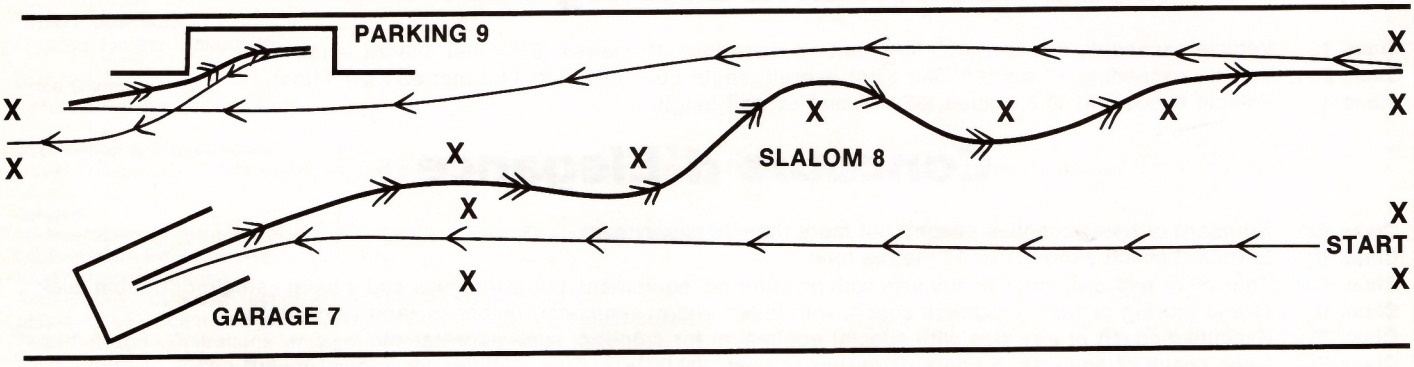
On a given signal, the driver will advance into GARAGE 1 as close to the facing wall as possible (stop to be measured by marshall). Reverse into GARAGE 2 as close to the back wall as possible (stop to be measured by marshall). Drive forward and stop with the arrow on the centre of TARGET 3. Reverse through cones, then forward onto next test.

TEST 2



On a given signal, the driver will advance through WIDTH TEST 4 and on to SLALOM 5. Reverse through slalom and into GARAGE 6 as close as possible to rear wall (stop to be measured by marshall). Drive forward through cones and on to the next test.

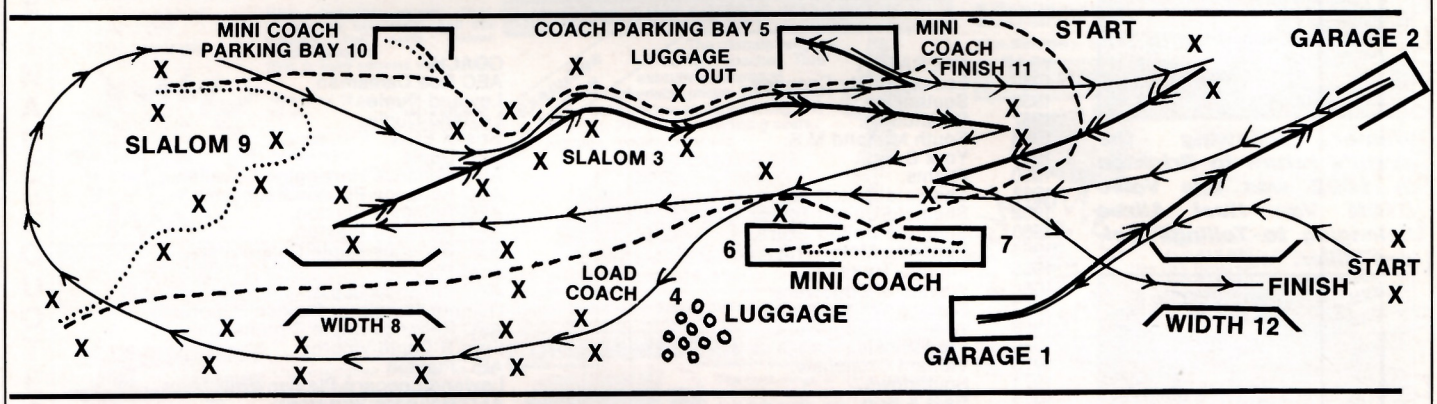
TEST 3



On a given signal, the driver will advance through GARAGE 7 as close as possible to the facing wall (stop to be measured by marshall). Reverse through SLALOM 8 and through cones, forward on to PARKING 9, reverse into parking bay (stop to be measured by marshall. Forward on to FINISH.

Driving Tests

THE SUNDAY TEST



On a given signal, the driver will advance into GARAGE 1 as close as possible to the facing wall. Stop. (distance to be measured by marshall).

Reverse into GARAGE 2 as close as possible to back wall. Stop. (distance to be measured by marshall).

Forward on to cones. Stop.
Reverse through SLALOM 3 on to cones. Stop. Forward to LUGGAGE 4 Load luggage, (engine running).

Advance through cones, through SLALOM 3 onward to COACH PARKING BAY 5.

Park coach in one reversing movement (marshall will measure distance of front and rear wheels to kerb) turn off engine. Unload luggage.

Run to parked MINICOACH, start engine, advance into GARAGE 6, as close as possible to facing wall (stop to be measured by marshall.)

Reverse into GARAGE 7, as close to back wall as possible (distance to be measured).

Advance through WIDTH 8.

Reverse through SLALOM 9 to cones.

Advance to MINICOACH PARKING BAY 10. Reverse into bay in one movement (marshall will measure distance of front and rear wheels to kerb).

Advance through SLALOM 3 to MINIBUS FINISH 11. Park MINICOACH. Turn off engine.

Run to coach, start engine and advance to cones.

Reverse to cones.

Advance through WIDTH 12, continue to finish.

MARKING

Each test will be timed.

Two (2) points per second will be ADDED for each second over the fastest PENALTY FREE run in each class.

PENALTIES

CONES - Touching each cone - 10 points.

PARALLEL PARKING - Every inch over 2 inches away from kerb (base of tyre of front & rear wheel - 10 points.

TARGET - Each section away from centre - 10 points.

GARAGE - Every inch away from back wall - 10 points.
Touching of GARAGE WALLS or WIDTH RESTRICTION - 100 points.

Failure to complete the test accurately - 100 points.

Boot and side lockers must be locked before and on completion of the test. These will be checked at the start and finish lines - 50 points.

Drivers will be disqualified if, in the opinion of the judges or marshalls, a vehicle has been driven in a dangerous or unsuitable manner, or if the driver's window and/or front door are not closed during all tests (except when stationary).

Previous Winners

Winner following the event's return to Brighton in 1992 was this Volvo B10M Van Hool Alizee belonging to Tellings Golden Miller.

Farnham Coaches collect the 1984 Coach of the Year award, won by a Kassbohrer Setra S215HR.

COACH OF THE YEAR

YEAR	OPERATOR	COACH
1955	Essex County Coaches.	AEC Roe Dalesman.
1956	Southdown.	Leyland Duple.
1957	Southdown.	Leyland Duple.
1958	South Midland M.S.	Bristol ECW.
1959	York Bros.	AEC Duple.
1960	Flights.	AEC Reliance Harrington Cavalier.
1961	Sheffield United Tours.	AEC Reliance Plaxton Panorama.
1962	Sheffield United Tours.	AEC Reliance Plaxton.
1963	Sheffield United Tours.	AEC Reliance Plaxton.
1964	Potteries Motor Traction.	AEC Reliance Duple Commander.
1965	Flight's Tours.	Ford Plaxton.
1966	Whytes of Edgeware.	AEC Reliance Duple.
1967	Black & White M'ways.	Daimler Roadliner Plaxton Panorama.
1968	Whytes of Edgeware.	AEC Reliance Duple Commander.
1969	Fred Winkle.	Ford R Duple Viceroy.
1970	Valliant Cronshaw.	AEC Plaxton.
1971	Southdown.	Leyland Leopard Plaxton Elite.
1972	Best & Son.	AEC Reliance Van Hool.
1973	Wins Way Ltd.	Ford R1114 Van Hool.
1974	The Kingsferry.	Bedford YRT Willowbrook Expressway.
1975	National Travel SE.	Bristol RE Plaxton Elite.
1976	Broere Touring.	Fiat Van Hool.
1977	Koopmans.	Fiat Van Hool.
1978	Kinch Executive.	Ford R1114 Plaxton Supreme.
1979	David Fox, Cleveland.	DAF MB Van Hool.
1980	G.K.Kinch.	Volvo B58 Plaxton Supreme IV.
1981	G.K.Kinch.	Volvo B10M Plaxton Viewmaster.
1982	Kenzies Coaches.	Kassbohrer Setra S215HD.
1983	Ideal Reisen, Germany.	Kassbohrer Setra S228DT.
1984	Farnham Coaches.	Kassbohrer Setra S215HR.
1985	Townsend Thoresen.	Kassbohrer Setra S228DT.
1986	Flights Travel Group.	Kassbohrer Setra S228DT.
1987	Solitaire, Crawley.	LAG Panoramic.
1988	Yorkshire Rider.	Volvo B10M Jonckheere Jubilee P599.
1989	Bests.	LAG Panoramic.
1990	Coliseum Coaches.	Kassbohrer Setra S215HD.
1991	Travellers.	Kassbohrer Setra S215HD.
1992	Tellings Golden Miller.	Volvo B10M Van Hool Alizee H.
1993	Travellers.	Kassbohrer Setra S215HD.

COACH DRIVER OF THE YEAR

YEAR	DRIVER	OPERATOR	COACH
1955	R. Best.	Best & Son.	Sentinel/Whitson.
1956	S. S. Pennell.	Premier Travel.	Bedford/Duple.
1957	Cyril Kenzie.	Kenzie's Coaches.	Bedford/Duple.
1958	G. Taylor.	W. Davis & Sons.	Bedford/Duple.
1959	R. W. S. Smith.	Comfy Coaches.	Bedford/Plaxton.
1960	P. Bunyard.	Campings.	Bedford/Duple.
1961	E. Jenkinson.	Ellen Smith Tours.	Leyland/Harrington.
1962	M. C. Pulford.	Bloomfield's Coaches.	Bedford/Plaxton.
1963	T. E. Treagus.	Campings.	Ford/Duple.
1964	J. Thorpe.	Consolo.	Ford/Duple.
1965	Cyril Kenzie.	Kenzie's Coaches.	Bedford/Plaxton.
1966	F. Coles.	Southdown.	Leyland/Harrington.
1967	Brian Dyson.	Dyson's Minicoaches.	Ford/Deansgate.
1968	T. Prime.	Stotts Tours.	Bedford/Plaxton.
1969	J. Griffiths.	Golden Miller.	Bristol/Plaxton.
1970	H. Dulake.	Banstead Coaches.	Bedford/Plaxton.
1971	Derek. A. Moore.	York Bros.	Seddon/Plaxton.
1972	T. Prime.	Stotts Tours.	Bristol/Plaxton.
1973	P. Bostock.	E. J. Bostock.	Bedford/Plaxton.
1974	A. Baines.	Waites Coaches.	Ford/Duple.
1975	T. M. Rees.	Hills of Tredegar.	Bedford/Duple.
1976	T. M. Rees.	Hills of Tredegar.	Bedford/Plaxton.
1977	Peter Bibby.	Bibbys of Ingleton.	Ford/Plaxton.
1978	Peter Bibby.	Bibbys of Ingleton.	Ford/Plaxton
1979	Dudley Haynes.	Banstead Coaches.	Bedford/Plaxton.
1980	Peter Bibby.	Bibbys of Ingleton.	Ford/Plaxton.
1981	D. E. Hauton.	Applebys.	Bedford/Plaxton.
1982	Terry Shaw.	Shaws of Barnsley.	Volvo/Plaxton.
1983	Colin Ebdon.	Ebdons Coaches.	Neoplan Skyliner.
1984	A. N. White.	Hardings of Betchworth.	Bedford/Plaxton.
1985	Dudley Haynes.	Banstead Coaches.	Bedford/Plaxton.
1986	Malcolm Stephenson.	Bibbys of Ingleton.	Bedford/Plaxton.
1987	J. Daniel.	Kenzies, Shepreth.	Volvo/Van Hool.
1988	Malcolm Stephenson.	Bibbys of Ingleton.	Leyland/Plaxton.
1989	Roger Middleton.	Antler Travel.	Volvo/Jonckheere.
1990	R. Hall.	Grey Green.	Scania/Van Hool.
1991	Colin Hook.	Beavis.	Neoplan.
1992	Tony Head.	Reliance Coaches.	MAN/Jonckheere.
1993	Peter Bibby.	Bibbys of Ingleton.	DAF/Plaxton.

1989 winner, Roger Middleton, collects the trophy from Stephen Morris of Buses.

In 1991 Colin Hook of Beavis Coaches won driving a Neoplan.

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Operator Focus

Bibby's of Ingleton Dales Dominance

In the history of both the Brighton and Blackpool coach rallies no company has figured more prominently on the roll of honour for the Coach Driver of the Year title than Bibby's Coaches of Ingleton. Peter Bibby won in 1977, 1978, 1980 and again in 1993, while Malcolm Stephenson collected the trophy in both 1986 and 1988. Both have also won many times at Blackpool. Stuart Jones visited them at their modern purpose built premises in the North Yorkshire Dales where it isn't only the many rally trophies that gleam.

All Bibby's' coaches are painted in the distinctive fleet livery which includes a wealth of detailed signwriting, often set off by additional chrome plating. You won't see a dirty coach in the yard at Ingleton either, 'I like them cleaned, dieseled, oiled and ready to roll at all times,' said Peter.

His grandfather Clem Bibby started the coaching business in 1958 having previously run lorries, though the family had run lorry based charabancs in the 1930s. His father, Fred, took over when Clem died in 1962, and Peter took control when Fred died at the age of only 53 in 1983. For years the business operated from Mealbank Garage, part of an old station yard with a bricked up tunnel serving as the garage. A move to a new one acre site with purpose built three bay workshop and a modern office suite was completed in February 1991. Responsibilities are shared out among the directors with Malcolm looking after the servicing and maintenance, Peter controlling operations and his sister, Sheila Holcroft, in the role of office manager.

The fleet stands at 15 full size coaches, including one on lease for the season, and four minibuses. It's a far cry from the seven Fords and three minibuses the company ran in 1981. The intervening period has seen many changes in the fleet and the work undertaken as Peter, Malcolm and their team have applied the same single mindedness that brings them rally success to the very much more serious business of developing the company.

Peter collects the Coach Driver of the Year award from Brigadier Turner at last year's Brighton rally.

School contracts have always formed an important part of Bibby's workload, but as competition for them has grown and the prices have dropped, other more lucrative work has been developed to ensure that the company is less reliant on income from this source. Nine school contracts are operated at present, less than was once the case and at rates which are considerably reduced.

Peter is philosophical about the change. 'In one way it was a good thing, it gave us a kick' he said, 'You can get tunnel vision and become complacent. It coincided with moving here. We now do much more of our own work, it's easier to sell to the public from the new site. We started doing theatres, concerts and shows. We probably turn over as much money on a theatre trip to Manchester as we do in a week of operating a school contract. We can be in to Manchester every other day with theatres, shopping trips, Granada Studio tours and the like. Manchester is much more popular than Blackpool, although doing away with Water Street coach park goes against the grain.'

Although Ingleton is located in picturesque countryside near to the impressive peaks of Ingleborough and Whernside, it is also very well placed for coaching. Only 12 miles from the M6 going north and 15 miles from it going south, Bibby's Coaches can be in the Scottish Borders in an hour and a half, the Midlands in three hours, Llandudno in two and a half hours, Newcastle in two hours and Leeds, Bradford, Manchester or Blackpool in between 75 and 90 minutes after the pick-ups have been completed.

Private hire remains a considerable proportion of the workload, with all kinds of groups carried. Because the area is so sparsely populated, it is necessary to travel to obtain the work. It is not unusual for a coach to cover 50 miles to pick up a party, and further for tour company work.

The latest coach to join the Bibby's fleet is this Van Hool Alizee bodied DAF SB2700 supplied by Hughes DAF.

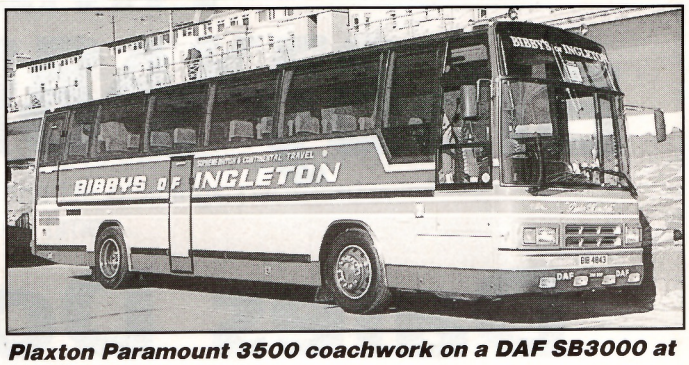
Excursions

An extensive excursion programme is operated and this demonstrates how much passenger requirements have altered in the past decade. Peter commented, 'It's very specialist now, you can't just take people to Blackpool and pick them up at six o'clock, that's finished, they want to learn something now. They want a progressive excursion that doesn't come back the same way.' Coffee stops are also important, he has found. 'That way they feel they are doing a lot,' said Peter, 'You can charge more too. It's good work because you can plan it in to your diary. We do one every Sunday from mid February to Christmas, and a couple more mid-week.'

The changing requirements of the excursion market do require a considerable amount of additional planning,

Operator Focus

Malcolm piloting a Plaxton Tiger at Blackpool.



Plaxton Paramount 3500 coachwork on a DAF SB3000 at Blackpool.

something he has been training his son Christopher to help with. 'You haven't got to be afraid of going off the main routes and down a few back roads. Passengers like to have things pointed out, they don't want talk all the time, but you do have to keep in touch with the party. We try to do something different, but you've got to work at it, you can't just not research it and send someone who doesn't know what they're doing, or the passengers won't come back.'

'We've been doing it since 1959 when we had to apply for licences to each new destination. You get a following, some people come once a week instead of taking an annual holiday. It takes a long time to build up excursions, it can take 10 or 15 years, it's not something you can do overnight,' said Peter, who added, 'We like to do fairly long excursions. We're doing one to the Isle of Arran in June. We're charging £17.00 including ferry and it's full.'

Tours

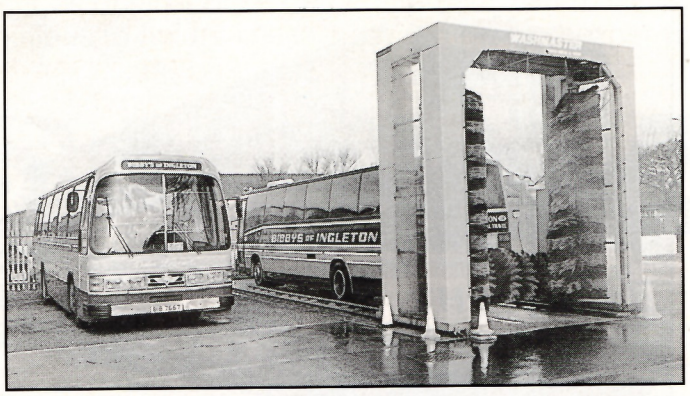
Apart from the excursions and private hire, Bibby's generate their own work in the form of a short break programme on which Paris and London weekends are particularly popular, and a UK and continental tour programme. With around ten departures annually the tour programme is small and represents only a limited percentage of the total amount of touring performed by the fleet, the bulk being accounted for by tour company work.

Bibby's newest coach, a Van Hool Alizee bodied DAF SB2700 with 49 seat touring specification is employed on the company's own tours. People booking holidays or enquiring about them are invited to come and see the coach and choose their seat. This has proved a positive selling point as it helps to put customers at their ease. Peter commented, 'On the phone, everyone wants to sit at the front, but when they come and look, they are far more likely to want to sit in the middle or at the rear. Older folks can have a lot of time on their hands in winter and like to spend some of it coming here to have a look at the coach.' Another promotional tool tried recently has been radio advertising.

The coaches are regularly to be seen carrying boards for SunWin Tours, the travel division of the Yorkshire Co-op, for whom Bibby's have worked for 20 years, David Urqhart Travel, Newmarket, and Galloway. Peter finds that because Galloway run coaches themselves and understand both sides of the business, they are particularly good to work for. He finds an advantage of working for tour companies is that it reduces the amount of paperwork and administration required, something that might otherwise be very daunting for a fleet of Bibby's size. The company has never experienced any problems being paid by tour companies.

Bibby's enjoy good relationships with the tour companies for which they operate but Peter is concerned about some more general trends within the business. He commented, 'Tour companies are all wanting higher standards and not wanting to pay any more for it. It can only go on for so long. I can tell from the enquiries we get that tour companies are finding it more difficult to get vehicles. They are expanding their brochures but operators aren't expanding their fleets. I think there's going to be a shortage of decent coaches with decent drivers, especially at peak times. People aren't investing and fleets are slipping back. A lot of operators are retiring and new ones can only start with older tackle, you don't get a lot for £30,000 these days.'

Although Bibby's is overwhelmingly now a touring and private hire operation, one workers contract is still operated and there is also one contracted minibus service linking Ingleton and Settle three times daily. Peter is not interested in taking on any more service work because he believes coaching and bus operation are fundamentally incompatible. 'On average we've perhaps three days a year with nothing out, usually in January, otherwise we've always plenty on. We've a good name and we've been going a long while,' he said.



Peter Bibby believes that investing in this Smith Brothers & Webb Washmaster coach wash and a set of Somers Hywema lifts for the workshop have together freed up two men to be used on other tasks.

Rallies

On top of their other responsibilities, both Peter and Malcolm still like to drive when they can. 'If you stay in the office you don't learn much, you don't see what's going on. If you don't go out you don't get the contact with the customers. A lot still want me to drive but it's not always possible,' said Peter.

Last year's Brighton rally showed that Peter has lost none of his driving prowess despite the fact that he spends less time behind the wheel. He first went to a rally back in the mid 1960s as a spectator and recalled, 'There were a lot more motors then.' He used to watch Peter Bostock and think, 'I could do that.' Peter said of him, 'He was a good rally driver, consistent, he always seemed to do a smooth run.'

Peter first entered in 1973 driving a Plaxton bodied Bedford SB, and before long he was also entering at Brighton. 'In the 1970s and 1980s, when you went down to Brighton after Blackpool the motors always seemed so much more impressive,' said Peter.

Although participating in the rally is primarily something to be enjoyed, it is also something that he takes very seriously. 'I never drink alcohol on the rally weekend, you've got to keep a clear head, and I always have an early Saturday night. I never go out on the town, you can do that any night but you only get one crack a year at the title.'

'At Brighton you've got to

Operator Focus

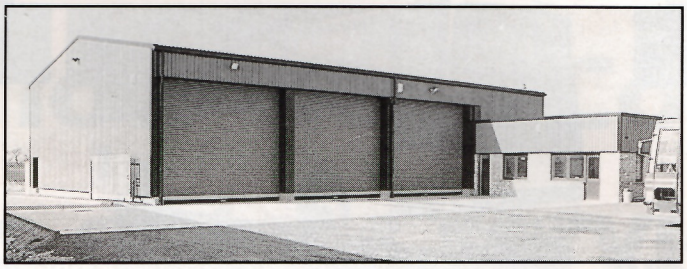
go clear to win, you've got to be spot on. You're better to go a bit slower and be clear - but going slow you can still make a mistake. You've got to be single minded, study the course and walk it. I like to go and sit on my own on the Sunday afternoon and get myself ready in my mind. I draw it out and do bits of diagrams. I like to have a high running number so I can hang back and have a walk up and watch a few to get the hang of it. I think its fatal to have a low number, although Terry Shaw used to have number two every time. It's a good feeling when they come and put those flowers on.'

'If I hadn't entered rallies I wouldn't know so many people, if I ever get a problem at a resort I can always get help. It's been good publicity, I get a lot of business through it, both local and not so local.' Peter didn't enjoy the rallies at Southampton and is pleased with the return to Brighton. His arch rival there has always been Dudley Haynes of Banstead Coaches who sent him a congratulatory fax after last year's success promising a tough competition in 1994.

Vehicles

Since their early entries in Bedford SBs, Peter and Malcolm have driven Fords, Leyland Tigers, Bedford YNTs, Volvo B10Ms and most recently DAF SB3000s, as the make up of the fleet has changed.

'We have always bought from Stanley Hughes and Hughes DAF,' said Peter, 'When they went from Ford to Leyland/Volvo we changed, and when they went DAF we changed to DAF. It is basically because we get good customer service and they'll always help us out. They seem to be more clued in to the coaching side.' Six of the full size fleet are DAFs and there are five Leylands, an AEC Reliance, a Ford and a Volvo B10M. Another reason for liking DAFs and Leylands is the daily delivery service from Lancashire Leyland DAF at Preston. Peter commented, 'They're the best parts delivery service we've ever dealt with. Out in the sticks here, Volvo only deliver once a week, so you have to get your bits yourself.'



The new depot was completed in 1991 and has all the facilities Bibby's need. Although it represents a considerable outlay, the scarcity of sites which have permission for transport use in the area, should mean that the investment is a shrewd one.

He likes the DAFs for a variety of reasons, among them the rear engine concept which makes loading and unloading luggage easier and also simplifies servicing. Peter praised them for, 'exceptional tyre life, both front and rear,' and also claimed that the brakes and steering were, 'excellent.'

The Leyland Tigers are popular too. 'They are good bread and butter motors, better than B10Ms because they have a simpler chassis and a better ride,' said Peter, 'We've always had speed limiters fitted and they've still got the original engines after around 400,000 miles.'

The company has never liked to have a split fleet preferring to be able to send any coach out on a private hire. During the 1980s it was Peter's ambition to have an all Plaxton Paramount fleet and this was achieved in 1990. Unfortunately, with councils wanting standards lowering and the prices with them, this became unsustainable and three late Bedford YNT Paramounts were sold. The money went into the Building Society and a Ford, an AEC and a DAF MB200 were bought for less than the price of one Bedford. 'They're quite good enough for schools but you're limited to what you can do at weekends with the Ford and the AEC,' said Peter.

Bibby's have traditionally been very pro-Plaxton but their latest acquisition has a Van Hool body because the DAF/Plaxton combination is not currently available. 'I didn't want a Van Hool but I did want a DAF,' said Peter. 'I'm not disappointed in the Van Hool, there's nothing wrong with it, but it goes against the grain. I was born in Yorkshire and I'd have liked a Yorkshire product. We've made our money with Plaxtons and I can't say anything against them.'

The company policy is to buy new and look after coaches. All but two of the fleet are owned outright. Though Peter normally only likes to have one vehicle on finance, there are two being acquired in this way at present. 'The only way to make money is to own vehicles,' he said, adding, 'We are more than ever geared to looking after our assets. Prices are hardening, no-one's buying new, it's a false economy to just put miles on them.'

Turnover has risen by 500% since 1981 though there are very few additional staff and the fleet has only doubled in size. Peter still sees the coaching business as a very delicate balancing act. 'You have to be careful what you're doing,' he said, 'There's lots of work about, but if you overextend you can fall on your face. You can't just sit back and not do anything, you've got to take a risk or two, but it's a fine line nowadays. In 1990 and 1991 we didn't buy coaches because we bought this place, but in hindsight we should have done because we slipped back a bit.'

That Bibby's have high standards is clear from the presentation of the fleet. Dedication to being the best has served the company well and enabled it to grow at a time when many operators have contracted or disappeared. When I visited Ingleton Peter had just received all the paperwork for the Ruby Coach Rally and was starting to study it. Bibby's determination to see the business thrive has paid dividends. You can be sure they will be putting a similar level of commitment into retaining the Coach Driver of the Year title, which means that it will take a very good driver to wrest the award from their grasp on Madeira Drive this year.

By Stuart Jones

Purchased new in 1983, this Plaxton Paramount 3200 was one of the very last Leyland Leopards.

This Tiger is one of five Leyland Plaxtons in the Bibby's fleet.

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1993 K DAF SB3000 Auto, Van Hool Alizee H, 51R/Rear Toilet

1992 J DAF MB230LT, Van Hool Alizee H, 51R/Toilet

1992 J DAF MB230LB, Van Hool Alizee H, 51R/Toilet

1992 J DAF SB3000, Van Hool Alizee DH, 51R/Toilet

1992 J DAF SB3000 Auto, Van Hool Alizee H, 51R/Toilet

1992 J DAF SB220 Auto, Ikarus 480 Citybus, 48

1990 G DAF MB230LB, Van Hool Alizee H, 51R/Toilet

1990 G DAF SB3000, Van Hool Alizee DH, 51R/Toilet

1990 G DAF SB2305, Van Hool Alizee DH, 51R/Toilet

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1989 F DAF MB230LT, Plaxton 3500, 53R

1989 F DAF MB230LB, Plaxton 3500, 51R/Toilet

1989 G DAF SB2305 DHTD, Plaxton 3200LD, 57

1988 E DAF SB2300, Van Hool Alizee H, 51R/Toilet

1988 E DAF MB230LT, Plaxton 3500, 53R/Toilet

1988 E DAF MB230LB, Plaxton 3500, 53R

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1985 C DAF SB2300, Plaxton 3200, 53R

1987 D DAF SB2305, Plaxton 3500, 49R/Toilet

1981 X DAF MB200, Plaxton Supreme, 53R

1986 C DAF MB200, Duple Caribbean II, 53R

1986 C LEYLAND TIGER CARIBBEAN, 55R

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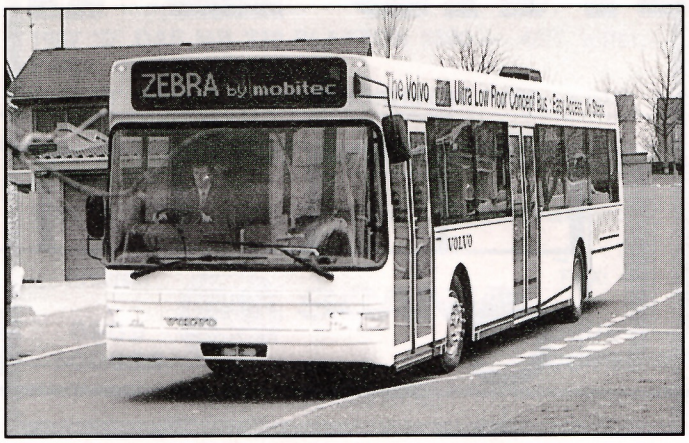
Vehicle Preview

Volvo low-floor Concept Bus enters service

With interest in ultra low floor buses for urban use growing, it is perhaps surprising, given its share of the overall UK market, that Volvo has hitherto not offered a product in this sector. A vehicle that has entered trial service with Mainline in Sheffield during the last week suggests that this is about to change.

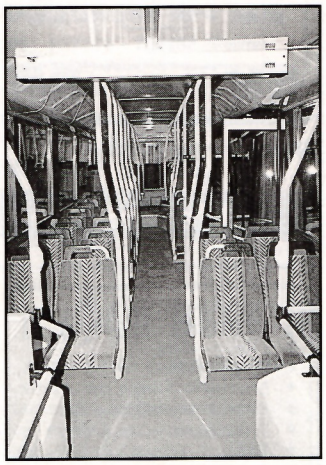
While acknowledging the existence of what they refer to as a 'Concept Bus,' staff at Warwick have been reluctant to give too much away about the vehicle. Volvo Bus Ltd's managing director, Sandy Glennie would only say, 'One would expect us to be, and indeed we are determined to be at the forefront of bus design, and this particular exercise takes us one step further than most of our competitors: to ensure that our concepts match the demands posed by intensive in-service operation, we are taking the unusual step of putting this vehicle through its paces with Mainline for up to 12 months. Given that the results meet our expectations then a further announcement can be expected later this year.'

The only other details forthcoming have been that the single decker bodywork was built by Saffle in Sweden and has a number of advanced design features likely to be incorporated into future bus models. The vehicle has definitely been designed for UK use as it features the offside emergency exit door which is a UK requirement, though the specification did seem heavily influenced by Scandinavian practice. This was particularly evident in the area of the driver's cab which was larger than is normal in the UK and would obstruct the throughflow of passengers in a single entrance bus. There have been rumours that the technical team at Farington has been working on a low floor bus chassis for some time, and it may be that this vehicle represents the fruit of their efforts.



The new Volvo Concept Bus on test near Sheffield.

From a brief look at the bus a number of other conclusions can be drawn. It is rear engined using a version of Volvo's popular horizontal 9.6 litre design. With most operators interested in low floor vehicles keen to stress the environmental advantages of the bus, one would expect the engine used to be the low emission THD103 with electronic diesel control (EDC). Volvo practice would normally be to fit a ZF 5HP500 automatic transmission, though a three or four speed Voith automatic unit is another possibility.



Seats are cantilevered from the sides of the bus and each seat has a contoured stanchion with bell push.

Low-floor throughout

With a low floor throughout the saloon to ahead of the engine and transmission at the rear, the vehicle is a full low floor rather than a compromise design, as most of the few low floor buses to enter service in the UK to date have been. From the location of the fuel filler cap, it seems that one innovation is the location of the fuel tank over and ahead of the offside front wheelarch, which overcomes the need to stow it below the floor.

The Mainline bus is a dual door vehicle, though one would expect continental operators to require a three door option, albeit with the doors on the opposite side of the bus. Seats are cantilevered from the sides of the vehicle with a rigid stanchion from the top of the aisle side of the seat to the roof. Presumably this helps to add strength to the vehicle structure, as most low floor designs seen to date rely heavily on the body for their integrity. Double glazed windows bonded to the structure will add further strength. Surprisingly even the door glasses on the Concept Bus were double glazed.

Whether such a system would be standard has not been revealed, but the interior featured an overhead destination display system which appeared to be capable of providing real-time passenger information.

Saffle

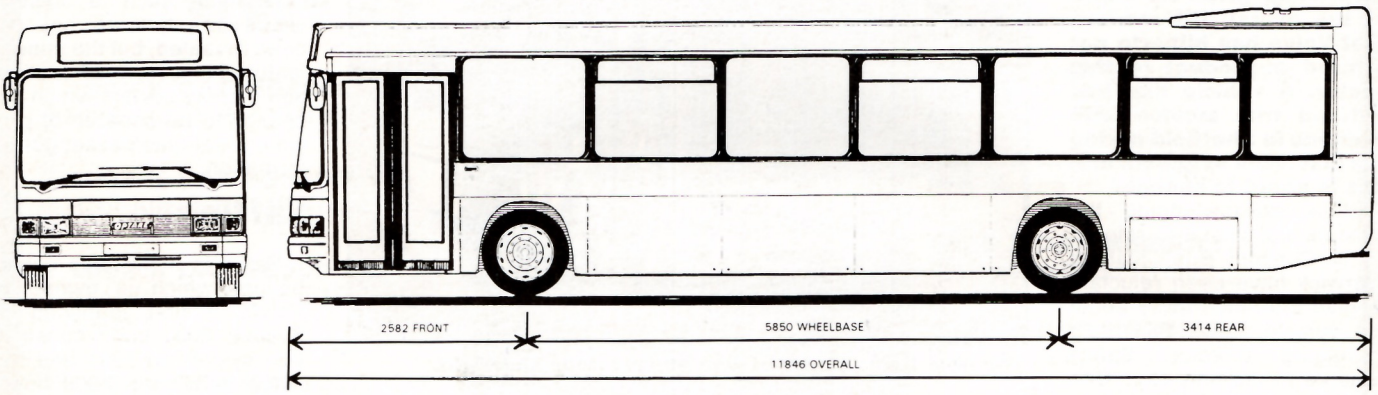
Saffle is a Swedish coachbuilder which is owned by Volvo. It first launched its System 2000 body construction system in 1991 and has since built over 1,000 buses using it, including a considerable number of articulated Volvos for Stockholm. The system has patented extrusions for the main pillar and rail sections. External panelling is by means of a series of interlocking extruded planks which are chromated for additional corrosion resistance. It appears that a new version of System 2000 has been developed for the Concept Bus as the cantrail is deeper than on earlier Saffle models. Volvo has previously licenced body manufacturers to produce designs developed by its bodybuilding subsidiaries, so it may well be that the Saffle low floor design will be produced by UK manufacturers, with Alexander a likely candidate.

No doubt the many gaps in the available information on this new vehicle will be filled in over the coming months. Senior Volvo personnel have intimated on previous occasions their belief that an ultra low floor vehicle has to be priced commercially in order to attract buyers. If this new vehicle is to be Volvo's entry into the low floor market and it is competitively priced, it can only add to the likelihood that low floor buses will begin to enter service in meaningful, rather than token, numbers.

By Stuart Jones.

Vehicle Preview

OPTARE SIGMA DENNIS LANCE



First impression of Optare's new single deck city bus, the Sigma, which is to be launched this month on the Dennis Lance chassis.

Optare has widened the operators choice and its own market

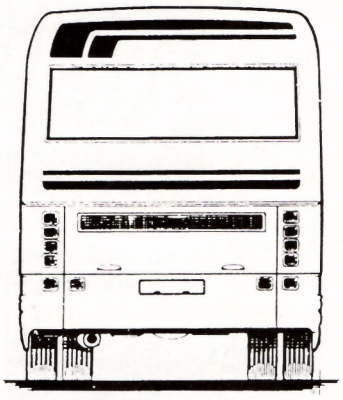
Optare has revealed details of its new Sigma single deck city bus which is based on the Dennis Lance chassis. The Sigma marks the start of Optare's promised range expansion, following the demise of the United Bus group and Optare's need to diversify on chassis other than DAF.

As could be expected the Sigma bears a strong family resemblance to its Delta and Vecta stablemates and is constructed using the same Alusuisse framing technique. The bus is due for official launch later this month and will be seen in the colours of its new owner. Orders placed for the Sigma now will be ready for delivery from September.

With so much interest being shown in guided bus systems around the country, Optare has included a guide wheel facility into the design and this can be fitted as an option. It has a seating capacity of 51 or 47 if a luggage pen is specified and a maximum of 24 standee passengers can be accommodated. Seating is mounted on floor tracking to allow infinitely variable arrangements and the body can be supplied with centre nearside doors if required. Centre offside doors are also an option for use by operators on airport tarmac transfer services and car parking shuttle duties.

The body structure includes both full length waist and cant rails plus a one-piece roof panel which is bonded in position. Front and rear faces are of modular construction from GRP and three-piece bumpers are employed. Lower skirt panels are easily removed for quickness of repair or replacement. The side and rear windows come with tinted glass and the double curvature front windscreen is laminated. Sliding sections are incorporated into the driver's signalling window.

The Lance chassis is powered by a Cummins C series engine which develops 211 bhp at 2400 rpm and meets Euro 1 requirements. Options include a compressor drive for air conditioning units and stainless steel exhaust systems. The standard vehicle will be supplied with a ZF 4HP500 automatic transmission with integral retarder but the five speed ZF 5HP500 can also be specified. Kneeling suspension is also available as are anti-lock braking, automatic chassis lubrication systems, additional 56 gallon fuel tanks, jacking points, spare wheels and tyres and tachographs. For operation in extreme conditions the Lance can also be fitted with tropical cooling or with cold climate equipment.



Sigma's rear profile.

By Martin Cole

Weights and Measurements

Overall length	11,846mm
Overall width	2,500mm
Overall height	3,250mm
Wheelbase	5,850mm
Front overhang	2,582mm
Rear overhang	3,414mm
Entrance step height (ground-first step)	314mm
Entrance step heights (first-second step)	106mm front - 206mm rear
Entrance door width (between door leaves)	1,195mm
Entrance door width (between grabrails)	1,095mm
Turning circle	(kerb) 19,000mm
Max front axle load	6,300kg
Max rear axle load	10,500kg
Max total weight	16,800kg

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45 seats, MoT March 95
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1979 (NOV) BEDFORD YMT, Duple, 53 seats, MoT Sep 94, **white, £5,250 + VAT. Victory Tours, Salisbury 0725 552247.** 251/2769/BED

BEDFORD

1984 BEDFORD YNT PLAXTON PARAMOUNT, 53 seats & courier, recent new engine, very good condition, MoT April 95, taxed, **£18,500 ono. Tel: 0533 877017.** 251/2624/BED

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1983 BOVA EUROPA, 53 reclining seats + courier, radio, P/A, private plates, 14 months MoT, **£22,000 + VAT ono. Tel (0494) 864346 (Bucks).** 251/2873/BV

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Private plate, 49/53 recliners + courier. Double glazed, curtains, continental door, toilet, drinks machine, driver's bunk, phone, TV, radio/PA, white exterior, maroon, grey interior, MoT 6th Feb '95. Good condition.
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53 seater,
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21 seater Midibus, 6,000 kms, tested until Oct 1994

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1989 G Reg TALBOT EXPRESS 2.5 D, 14 seats, luxury minicoach, white/red exterior, MoT July

1986 D MERCEDES 608D, 21 seats, 6 standees, destination gear, power door, all white exterior, new MoT.

1986 C MERCEDES 307D Reeve Burgess, 12 seat luxury mini coach, all white exterior, new MoT.

1985 B LEYLAND TIGER 245, Alexander body work, 53 seats, power door, radio/PA, tinted windows, MoT August '94.

1985 B LEYLAND TIGER 245 Duple Laser II, 49 seats rear toilet, semi auto powerdoor, MoT Sept '94.

1981 W BEDFORD YMT DUPLE DOMINANT IV, 53 seats, radio/PA, MoT Nov 93.

1980 BEDFORD YLQ, 500 engine Plaxton Supreme IV, 10m, 45 seats, powerdoor, radio, PA, MoT March 94.

1980 V DAF MB 230 PLAXTON SUPREME IV, 53 seat, powerdoor, tinted windows, radio/PA, MoT Nov 93.

1980 V LEYLAND LEOPARD DUPLE DOMINANT, 53 seats, express door, destination gear, new MoT.

1979 T BEDFORD PJK Duple Dominant, 330 engine, 29 retrimmed seats, MoT July 94.

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1984 B TALBOT DORMOBILE, 11 seat bus
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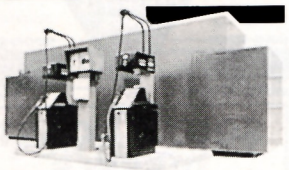

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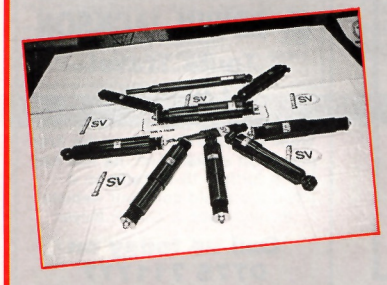

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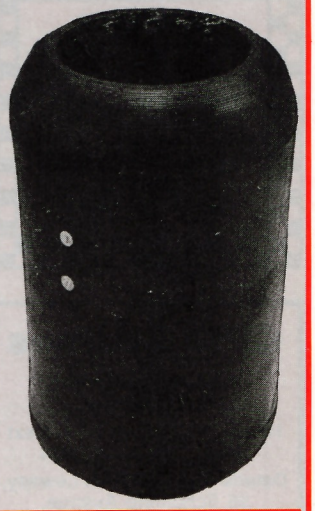

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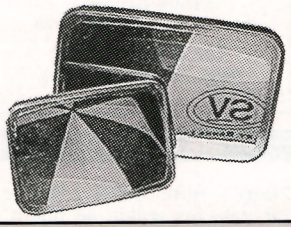

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